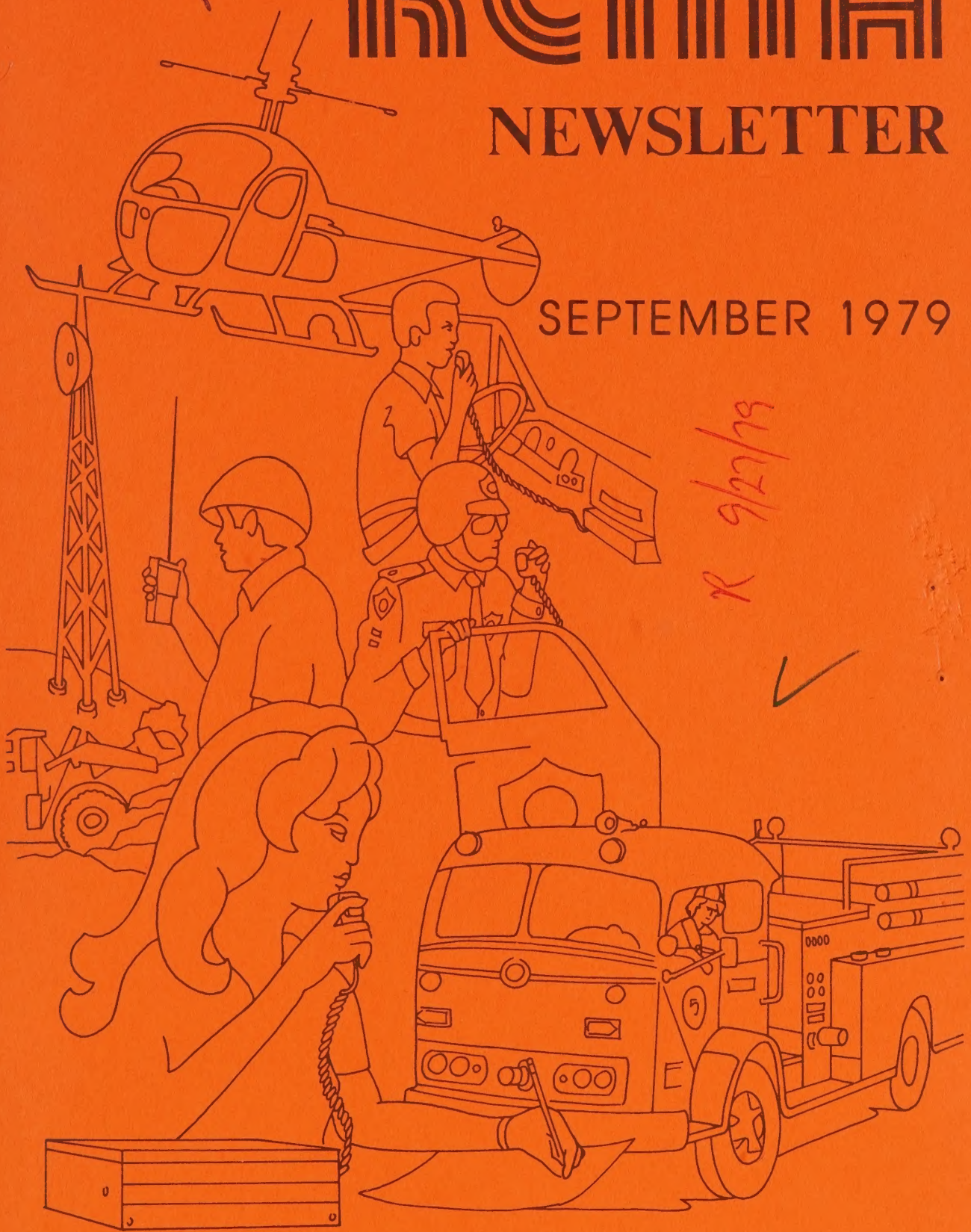
MORE BC-250 TRICKS P21

RCMA

NEWSLETTER

SEPTEMBER 1979



RCMA BOARD OF DIRECTORS

PRESIDENT
Jerry Short (CA-OR-002)
(714) 772-1259

VICE PRESIDENT
Bob Leef (CA-OR-033)
(714) 737-5333

SECOND VICE PRESIDENT
Iden Rogers (CA-RI-001)
(714) 688-1168

SECRETARY
Noel Robertson (CA-LA-083)
(213) 965-6848

TREASURER
Linda Rogers (CA-RI-022)
(714) 688-1168

NEWSLETTER EDITOR
Iden Rogers (CA-RI-001)
(714) 688-1168

ANARC REPRESENTATIVES
Iden Rogers (CA-RI-001)
Jerry Short (CA-OR-002)
Bob Leef (CA-OR-033)

FOR YOUR INFORMATION

1. All club business, unless otherwise noted, must be addressed to: RCMA, P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, Newsletter delivery problems, etc.
2. Input to the RCMA Newsletter must be mailed to the proper editors whose addresses are included in the column headings. If in doubt or if no particular column seems to be appropriate, send it to: RCMA, P.O. Box 4693, Riverside, CA 92514. Please do not include matters of club business.
3. RCMA Newsletter back issues (reprints) - For information and prices send a self-addressed, stamped envelope to: RCMA, P.O. Box 4563, Anaheim, CA 92803.
4. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address in the upper left corner. Put this and your instructions for remailing in another envelope and mail to: RCMA, P.O. Box 408, Earp, CA 92242.
5. It would be appreciated if you would include your RCMA membership number with all correspondence to the Newsletter Editors or to Headquarters.
6. If you require a reply when writing to RCMA Headquarters or one of the Editors you MUST include a self-addressed stamped envelope.
7. Please write only on one side of the paper.
8. Please do not combine in one letter items that should go to different addresses.
9. If you are inclined to type what you submit to the Newsletter, please use a 6-1/4 inch column width with 1-1/8 inch margins on each side and single space. Doing this may save an editor from having to retype the material. Please do not use "*script*" type.
10. Your RCMA membership number and expiration date appear on your Newsletter mailing label.
11. Your copy of the Newsletter should arrive between the 2nd and 3rd Friday of the month for which it is dated.
12. One page and one-half page advertising rates are $25 and $15 respectively. For information, send a business-size SASE with your request to: RCMA, P.O. Box 4563, Anaheim, CA 92803.

The RCMA Newsletter is published monthly by the members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $8.00 per year for U.S. residents and $10.35 (U.S.) for persons in all other countries (dues subject to change).
Information contained herein is primarily obtained from members and does not necessarily present the position or reflect the opinion of the RCMA as a whole. The RCMA Newsletter editors and officers are not responsible for the accuracy or validity of information contained herein. Material and comments presented in the "Monitoring and the Law" column are not to be construed as legal interpretations or legal advice. Reproduction of any material in this Newsletter is authorized providing the source (RCMA) and the address are given (this excludes direct photocopying).
SEPTEMBER 1979 ISSUE NO. 44

** Calendar **

SEP 20 --- October Newsletter deadline.

SEP 21, FRIDAY, 8:00 PM ORANGE CO., CA, GENERAL MEMBERSHIP MEETING
MERCURY SAVINGS & LOAN
VALLEY VIEW & LINCOLN AVE., BUENA PARK, CA

Bring your notes and we will talk about frequencies and systems. Bring your questions and we will try to find answers. Bring any special or unusual receivers or equipment for display and discussion.

SEP 22, SATURDAY, 12 NOON-5PM --- ILLINOIS AREA INFORMAL GET-TOGETHER at the home of John Coker (IL-010), 133 Vonachen Ct., E. Peoria, IL. You may need a map to find it. Please call in advance if possible: work, (309) 675-0424 8AM-4PM; home, (309) 694-3917. It's short notice but perhaps car pool arrangements can be worked out for some. Get-together limited to RCMA members and guests accompanied by members. Hope to see you.

OCT 10 --- If you would like to share in interesting conversation while affixing mailing labels to Newsletters and help make other preparations prior to mailing the Newsletter, meet at the Euclid Branch of the Anaheim Public Library (on Euclid, south of Ball, just south of the fire station). Starting time will be 6-6:30 PM. For info call Jerry, 772-1259.

OCT 19, FRIDAY, 8:00 PM --- There will be a tour of the new CHP communications facility. There will be more info in the next issue.

Reports of Meetings and Officers

SOME TOPICS OF INTEREST FROM THE JULY 24th BOARD MEETING

1. The list of recipients of free subscriptions to the RCMA Newsletter was reviewed and updated. (Scanner manufacturers, etc.)
2. Board approved the RCMA lettering which appears on the front cover of this issue. This lettering will be used on all club printed matter in the future.
3. Board composed and approved a club slogan to appear on club printed matter: "THE FIRST NATIONAL AND INTERNATIONAL MONITOR RADIO LISTENERS' CLUB".
4. Board approved the purchasing of additional (revised) club information sheets, membership applications, stationary and envelopes.
5. Requests for free samples of Newsletters must in the future be accompanied by three mint U.S. 1st class postage stamps (presently 15¢ each) or three International Reply Coupons (IRC's).
6. Bob Leef, First Vice President, appointed as "standby" for assembly of Newsletter.

SUMMARY OF THE AUGUST 17, 1979 GENERAL MEMBERSHIP MEETING.

The meeting was called to order by the President, Jerry Short at 8:10 P.M. 50 members and guests were present, including Eddie Muro, III (NY-041) from North Woodmere, N.Y.

The meeting was turned over to Don Yocum and Gary Tsukuno from BEARCAT, who showed several present, and new models, but not the 300. After their demonstration, they answered many questions from the members.

After a short break, Karl V. Pagel, (CA-OR-022) announced that many members were interested in forming an RCMA amateur net. Any member who is interested should contact Karl at P.O. Box 6490, Orange, Ca. 92667, or 714-772-5451 (evenings) or Bob Grove, (NC-006), Rt. 1-Box 156, Brasstown, NC., 28902. 704-837-2216.

Karl also announced that Gordon West, (CA-OR-017), Managing Editor of CB Magazine, will be teaching an amateur class, beginning Sept. 10th

and 11th, and any RCMA member who is interested, should contact Gordon at 714-549-5000.

The meeting was adjourned at 9:45 P.M., due to the excessive heat in our meeting room.

Noel Robertson, Secretary

SUMMARY OF THE AUGUST 21, 1979 BOARD OF DIRECTOR'S MEETING.

The meeting was called to order at 6:37 P.M. by the President. All Board members were present, as were two guests: John Clark and Bryan Hummell.

OLD BUSINESS:

1. The President appointed the 1st V.P., Bob Leef, and the Secretary, Noel Robertson to take over the preparation of the RCMA proposed Bylaws, Constitution and Incorporation papers, with the request that they be ready for presentation to the members for a vote by the end of 1979. This change was at the request of the 2nd V.P., due to his extremely heavy work load as Editor.
2. The previously announced audit can not be done at this time, due to insufficient financial records being furnished by the previous Treasurer. The Board recommends that an audit be done just prior to Incorporation, beginning with the re-constructed financial records, prior to June 1, 1979, and of the existing financial records, beginning as of June 1, 1979, and thereafter.
3. The Board approved an advertising policy for the Newsletter. A notice of this appears elsewhere in this Newsletter.
4. Requests for back issues (reprints) should now be sent to the Secretary, thru the Anaheim P.O. box.

NEW BUSINESS:

1. The Board approved a new plan for the selection of Officers of RCMA. The new term of office for the President, 1st Vice President and 2nd Vice President will begin on February 1, 1980. The candidate receiving the largest number of votes will be the President. The candidate receiving the second largest number of votes will be the 1st Vice President. The candidate receiving the third largest number of votes will be the 2nd Vice President. All candidates for these three offices must agree to this plan prior to the election, which will be in December of 1979.
   The new term of office for the Secretary and Treasurer will begin in April of 1980.
   All terms of office will be for one year.
2. The Membership Directory has been discontinued as of this date.

Noel Robertson, Secretary

(Editor's note with regard to the Membership Directory: It was decided a month or two ago to discontinue publishing future editions of the Membership Directory after the one that was underway had been completed. The first installment of the final and last Directory has been printed and distributed. Succeeding installments have not been forthcoming from Karl (CA-OR-022), the person who was working on it. (I don't blame him, it's a lot of work.) Item 2 above refers to the final edition that Karl was working on and which was only partially completed. A new Directory concept is being proposed elsewhere in this issue.)

SUMMARY OF TREASURER'S REPORT
For Period Ending August 15, 1979

Balance as of July 15, 1979		$ 478.99
Received for membership:		
New members (73)	$ 583.00	
Renewals (60)	484.35	
Received for back issues	132.25	
Adjustment for error passed on by previous Treasurer	77.96	+ 1277.56
Expenses:		
August Newsletter (printing, postage, etc.)	531.32	
Officers' expenses	129.42	
Other	11.93	- 672.67
	Balance	$ 1083.88

For a detailed report send a self-addressed stamped envelope and one extra First Class postage stamp to: RCMA, P.O. Box 4693, Riverside, CA 92514.

(Editor's note: The item "Officer's Expenses" above refers to reimbursements to officers for personal money expended on stationary supplies, postage, some phone calls, photocopying, and a considerable portion is for reproducing RCMA Newsletter back issues which are sold to members.)

THE editor's column

Iden Rogers, P.O. Box 4693, Riverside, CA 92514

THE NEWSLETTER EDITORSHIP

Some months ago Don Jones, on fairly short notice, had to discontinue being editor of the Newsletter due to a change of employment. I felt someone had to do something right away to keep things going and at the same time there were some major changes in the structure and organization of the Newsletter that I wanted to see. I took over as editor.

After a few gambles, many concerns and many long hours, I have been able to reshape and expand the RCMA Newsletter just about the way I wanted to do it...an editor's dream come true. Many responses from members indicate that the changes and improvements are in fact what the members want. It is fortunate that all has worked out so well, even though there are still a few minor bugs. I am truly grateful to those of you who have volunteered to be editors. Without your help it could not have happened.

When I took over as editor, it was hardly my intention to make it a life-long project and felt I could implement the changes and get the system running fairly smoothly in less than a year and this I've done. I now would be delighted to pass on my editorship to someone else. This is not to say that I don't enjoy being editor because I do enjoy it, but since I am an active person with other radio interests in addition to

monitoring and many non-radio interests including photography, amateur cabinet making, bicycling, microscopy, gardening, marksmanship/reloading, stereo, travel, and a few other little things, I am presently spending a disproportionally large amount of my time in one narrow area of pursuit. I knew what I was getting into when I volunteered and did it willingly and have gained much satisfaction from it but it is time to move on.

It would be unfair to say, "I quit", and then run off and disappear. I don't intend to do this. I am willing to help my successor in any way possible over a period of time to learn all the "tricks" and to help make a smooth transition. I am willing to be editor through the completion of the December issue after which I choose to stand aside and relinquish my responsibilities and duties. This is to say that I would like the transition to be completed by December 31 so the January issue will be someone else's baby. This means that interested persons must contact me as soon as possible so that the transition can begin.

So that there are no misunderstandings, I want it known that I will not prepare the January issue,even if no one volunteers. This is fair notice and I give it without feeling guilty since I have done my share. I will still be somewhere on the RCMA scene but not as THE editor. I may edit a special interest column or perhaps assist in some other way.

I feel that dividing up the editor's job among two or three people would make the workload considerably lighter and provide greater "insurance" for Newsletter survival in case someone on short notice became unable to continue. At the August 21 RCMA Board Meeting I proposed a way to divide up the editorial responsibilities which was approved.

Currently the regional Frequencies and Radio Systems editors prepare their parts of the column and send them to the column editor. He in turn looks them over, adds the regional headings and does the "paste-up", making it all into a unified column with all pages cut to the proper length which he then sends to me. All I have to do is add the page numbers and find a place for it in the Newsletter. This concept is good and should remain as is.

Each of the special interest editors individually sends me his completed column. I fit each into the Newsletter and add page numbers.

We need an assistant editor to whom the special interest column editors could send their columns. This person would make the paste-up (combining all the columns in attractive order with pages cut to proper length) and send it to THE editor in just the same way that the F&RS column works. This person would additonally have the serious responsibility of attending to the needs of the special interest editors by keeping in close touch with them, offering them feedback on each and every column, making suggestions, etc. He would recruit and select editors for any new columns and needed replacement editors for those who choose to discontinue their editorships. In other words, he would oversee all special interest columns (Monitoring and the Law, Low Band Skip, Satellites, Federal Gov't, Military, Technical Topics, Aircraft, Railroads, FCC Topics and VHF Marine) for form, content, etc. This would be an important position and one that not all qualify for.

With an assistant editor taking the responsibility of the special interest columns, THE editor's job would be considerably less work. Also, the outside of the cover, the "Calendar" section, "Reports of Meetings and Officers" and statements, questions and answers regarding RCMA policy will be prepared and supplied photo-ready by the Board to THE editor thus reducing the work even more.

THE editor, in brief, would oversee the Newsletter as a whole, make the final paste-up before delivering or mailing it to the printer or the Board (to be decided), write the the "Miscellany" column and "THE editor's column" and correspond as necessary with members, editors and Board Members to keep everything running smoothly. (By the way,

if you don't know what a paste-up is or how to prepare one for offset printing, don't worry, it is not complicated and it can be explained in person or through the mail. Simply stated it is preparing the printed matter in order which is held by glue and scotch tape.)

THE editor and assistant editor positions will take persons who have a genuine interest in monitoring and in our publication and who have some spare time to devote. These persons will have to be reasonably intelligent, innovative, knowledgeable, reliable, able to type, and eager to communicate with the editors working under them.

If you would enjoy actively providing a vital service for the RCMA or just have questions or comments on the subject, please write to me soon: RCMA, P.O. Box 4693, Riverside, CA 92514.

RCMA NEWSLETTER TO ACCEPT COMMERCIAL ADVERTISING

The Board of Directors (at the July 24th Board Meeting) decided to accept commercial advertising in the Newsletter for two reasons: 1) An opinion poll of the membership taken at the time of the last RCMA officers' elections indicated that a majority of members favored advertising over no advertising and 2) the added income would delay increasing dues as the Newsletter grows in size.

Advertising space will be sold in one-half and one page sizes only.

For a copy of RCMA Newsletter advertising policy and prices, send a business size SASE with your request to: RCMA, P.O. Box 4563, Anaheim, CA 92803.

From STEVE (CA-OR-006): I'm in favor of raising dues to any reasonable level in order to improve and expand the Newsletter and am also in favor of accepting limited commercial advertising.

NO ANSWERS FROM RCMA?

Many monitor listeners,after learning of RCMA, join RCMA. Some have never had much contact with other monitor listeners so naturally they have many urgent questions about frequencies, receivers, antennas, etc. These questions often accompany a member's first dues payment. Those of us who process membership applications know the answers to the questions in many cases but simply do not have the time to answer them. It is frustrating for us since we have the answers and we were once in the same position and know how these members must feel. It is not easily resolved. We apologize for not being able to answer the questions but when possible we forward them to appropriate regional and special interest editors where hopefully they will be answered.

One good way to get some of the answers is to try to strike up friendships in person or through the mail with other members. See the "CONTACT" column and item #4 inside the front cover of the Newsletter. It is desirable to include a self-addressed stamped envelope when writing to other members.

From PHIL (CA-LA-068): The last few issues of the Newsletter discuss the RCMA logo on the cover and what it should look like. Perhaps the editors might consider something completely different ----- the Newsletter, which is really more a magazine, could be called "Monitor", the official publication of RCMA. Monitor magazine seems more fitting to the hobby and certainly more professional to the organization than just RCMA Newsletter.

(Editor's response: Hmmm --- that might be something to consider! Instead of just "Monitor" perhaps "The RCMA Monitor" would be better and "Monitor" for short. Coments anyone?)

THE editor's column (continued)

RCMA & CB MAGAZINE

Some members have questions and concerns relating to the agreement between RCMA and "CB Magazine". I'll try to bring them all to light and respond to them.

"CB Magazine" plans to reprint (with permission) some articles from the RCMA Newsletter, the first beginning in their September issue. --- Does RCMA get paid for this? No. --- Do the authors of the articles get paid? No. --- Are we then being exploited by a profit-motivated publication? As one member puts it, "Sure, the RCMA gets credit, and the writer may get a plug but it is really the commercial publication which profits most." And, "As a reader of 'CB Magazine' for a number of years, I realize that they have previously overlooked monitoring. Some articles by Gene Hughes and Bob Leef have appeared but, by and large, little, indeed very little, on monitoring has appeared. Now that the consumer market has really taken a fall in CB sales, 'CB Magazine' must diversify in order to survive. With the RCMA, the true specialist in monitoring, 'CB Magazine' has all the research done for it, and for free, by the experts, us!" I must agree that they have, through RCMA, access to some good articles without cost to them. In return we get considerable publicity for RCMA without cost to us. If publicity for RCMA means more members and if gaining more members is considered desirable then it appears to be a fair, mutually beneficial arrangement.

Since different types of publications do reach different segments of society, will those members gained from publicity in 'CB Magazine' be ones whose numbers will benefit the club most? This is hard to say. Personally, I'd prefer equal exposure in professional communications journals and amateur radio publications. As one member writes, "If 'CB Magazine' is truly a hobbyist publication that devotes most of its matter to hobby radio and doesn't exploit CB as a toy, encourage radar detection through radar receivers in ads that make police look sick and presents itself as the professional publication it was in the mid-60's, this is great. If 'CB Magazine' is like '[another CB magazine]', we may attract the wrong type of clientele and CB slang may creep into our publication and undesirables who would seek our information for illicit purposes." Another comment received, "I just don't want to see monitor hobbyists equated with CBers." Well, time will tell. Nothing ventured, nothing gained. Gordon West, Managing Editor of 'CB Magazine', states that they intend to open up many more of their pages to the radio listening hobbies. Doing so, could mean that the magazine will reach many who previously would not have been attracted to the magazine thus altering their readership some.

RCMA is free to break the agreement (free articles for free publicity) at any time. If any members find anything offensive or distasteful about the "new" "CB magazine" or our agreement with them, please write to me. Also, it would be fair to let me know if you like "CB Magazine" and are in favor of our agreement.

Actually, we may gain a lot of good new members as a result of this publicity.

RCMA MEMBERSHIP DIRECTORY

From MARK (IL-008): I was very disappointed to read in the June issue that the membership directory will no longer be published. Even though the directory was an asset, I felt it contained too much unnecessary information. If there is any chance of it being published again in the future, I would like to see it list only name, address, phone, age, receiving equipment and communications interests. Not only should it be completely revised annually, but I think a separate price should be placed on it in addition to the monthly newsletters.

The newsletter has improved well over 100% in the past few months.

THE editor's column (continued)

I am very happy to see the membership growing at such a steady rate and also very proud to be associated with such a fine organization.

From DAVID (IN-002): Please bring back the membership directory! It was a very valuable and useful tool to obtain information on the many members throughout the country. Whatever the cost, additonal money or manpower, it would be well worth the trouble involved to reinstitute this publication...

(Editor's response: The Membership Directory was not too difficult to compile and keep updated when RCMA had 100 members or less but we are now at about 800 members. There are real problems if we were to try to publish a membership directory containing all members as in the past and have the information current enough to be of real value.

Each month we gain many new members, lose a few non-renewing members and receive several address changes. The only practical method of dealing with this is to put each member's directory entry into a computer and update computer contained info on a regular and frequent basis. With the use of a computer, a current print-out of the whole membership could be produced at any time and sold to members desiring it or certain portions of the country, such as states or groups of states, could be produced at will and sold on a cost basis.

The big stumbling blocks are: 1) Who has free access to a computer with such capabilities and who is willing to undertake the project? It is not likely that anyone will volunteer and I don't blame them. 2) If we engaged the services of a commercial computer services company, where would we get the money to finance it. I don't think I'm too far off to say that it could cost at least $1500 to set up and $125 per month to maintain. We can't afford it.

There are several other facts: 1) Not all members want to be listed in the directory. 2) Not every member wants to have a directory. 3) A disappointingly large percentage of the members will not answer a letter when written to by another member and many will not send a "thank you" letter when supplied with requested information.

If we take all the forgoing into account, there is one obvious conclusion: A regularly updated directory containing all the members is out of the question.

I would, at least, like to entertain a new idea --- a new directory concept. As mentioned above not all members want to have a directory, not all members want to be listed and not all members are willing to correspond. There are, however, RCMA members who dearly want to meet and correspond with other members and who are willing to reply to correspondence sent to them. If any members are put into a directory and if any members are to receive a directory, it should be these members and only these! It would be hard to guess what percentage of the membership would want to participate but it probably would fall into the 10-30% range. Such a directory would serve a very useful purpose for those interested in actively corresponding.

To compile a directory that would contain an estimated 80 to 240 members would be much less of a task and would not require a computer. The mechanics of it could run as follows (BUT DON'T DO IT YET): All members who actively want to correspond or meet with other members would send in an SASE to a specific RCMA address. In return they would receive a directory questionnaire similar to the existing RCMA application forms. The form would be filled out and returned with a fee of a dollar or two to cover printing and mailing costs. At this point we would have a stack of forms with current information. Volunteers would have to type it up. It would be printed and sent only to those persons who sent in directory information. After the preparation of the directory, the forms could be

discarded. A later edition could be compiled from scratch and as a result would contain only current info and only those members who want to actively contact one another.

IF YOU ARE AN RCMA MEMBER WHO WANTS TO MEET OTHER MEMBERS AND/OR CORRESPOND BY LETTER OR CASSETTE WITH OTHER MEMBERS AND ARE WILLING TO ANSWER ALL REASONABLE LETTERS SENT TO YOU BY MEMBERS then please send me a card or letter at this time to let me know (RCMA, P.O. Box 4693, Riverside, CA 92514). Please include your RCMA membership number.

In the next RCMA Newsletter I will report on how many "sociable" members there are. ALSO, ALL THOSE OF YOU WHO ARE CAREFUL, METICULOUS TYPISTS WHO WOULD BE WILLING TO TYPE PART OF THE DIRECTORY, PLEASE ALSO WRITE.

The Membership Directory now depends on YOU!

RCMA ELECTIONS ARE COMING UP ---

The RCMA started in Orange County, California as a Southern California monitor radio listeners' club. Our business address and officers have remained in Southern California even though we are clearly no longer a Southern California club. Our business address should remain here because it is established and if we become a non-profit California corporation, and we are making efforts in that direction, it must remain here.

There may be persons in RCMA who don't live near Southern California who may very well be willing and qualified to hold an RCMA office. There are problems with this, however. At the last Board Meeting (July 24th), for example, five of us met face to face for over 5 hours, discussing and working on club business. This is a monthly affair. How could RCMA business be conducted effectively if the officers were geographically dispersed throughout the country? It may not be possible. Ideas welcome!

The conclusion may be that Board Members (club officers) will have to live within reasonable driving distance of each other in order to meet in person. Nominations should probably be accepted only for those who are able and willing to meet in person monthly. This is not an attempt to exclude members from other areas but really a matter of practicality.

At least two of the present Board Members feel that they will not run for office next time. To insure the health and prosperity of the club, we must discover new talent --- persons who are qualified, responsible and reliable. Any and all ideas welcome. Anyone interested in considering running for office, PLEASE WRITE OR CALL ANY OF THE OFFICERS.

Remember, being an officer is not just a title, each of us conscientiously works on RCMA matters for several hours each week. If we did not do so we would not have the prospering club that we now have.

In the last election of officers, the ballot listed those running for the various offices. If, for example, three persons ran for President, only one was elected, leaving two potentially able and willing persons without an office. This can be an unfortunate situation when qualified persons are sometimes in short supply. John (CA-OR-078), a guest at the Board Meeting, suggested that candidates for President, Vice President and Second Vice President run together with the person receiving the most votes being President, the person receiving the second highest number of votes being Vice President and the person receiving the third highest number of votes being Second Vice President and the person with the fourth highest number of votes acting as a stand-by. The Board approved this method.

The ballot for these three officers and their campaign statements will appear in the December issue. If you have an interest in being a club officer contact us NOW!

THE editor's column (continued)

In order to avoid having a 100% new Board (unless an incumbent ran and was re-elected) and to allow for those who were not elected in the above election to run), the election for the offices of Secretary and Treasurer will be delayed. The ballot and campaign statements for these two officers will appear in the February issue. If you think you might be interested in one of these important offices, please contact us soon.

216-220 BAND

It appears that two-way FM communications will be allowed in this band if it pertains to the establishment of telemetry. Perhaps telemetry is the or one of the primary uses of this band. In California, a few of the licensees are: University of California, Edison (power company), Lockheed Aircraft and Southern Pacific Transportation Company. Does anyone else have any info or ideas?

New member asks, "When one becomes a member of RCMA, does he/she also become a member of ANARC? If not, how does one become a member?"

Editor's response: The only members in the Association of North American Radio Clubs are radio clubs and not individuals. Individuals may, however, receive the "ANARC Newsletter" by sending $3.50 to ANARC, 557 N. Madison Ave., Pasadena, CA 91101.

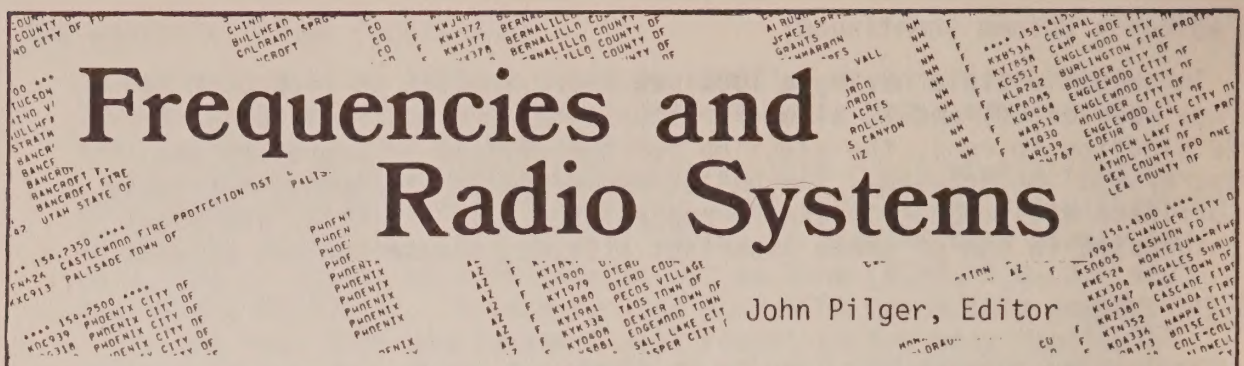
LEO (CA-RI-010) indicates that he has interests in CB, model railroads, amateur radio and shortwave listening and has joined clubs that offer information for these hobbies. He prefers not to see these items included in the RCMA Newsletter, at least to any extent.

(Editor's response: We certainly will not include CB and we will only deal with railroad communications rather than other aspects of railroad hobbies. Topics on amateur radio and shortwave listening are better suited for other publications. I believe that all two-way communications above 30 MHz, except amateur radio and certain sensitive frequencies, are fair game for our Newsletter.)

From STEVE (CA-OR-006): I want to relate to the members a very positive experience I recently had with the Electra Co. My BC-210 ceased to accept any program change so I returned it to the factory for repairs. Electra received it on July 12th and I had it back, repairs completed, July 20th! I call that excellent service.

(Editor's comment: Thank you for your letter. The chances are that most repairs are completed without problems or complications. Usually the persons who are dissatisfied make themselves known and the happy customers simply sit back and listen to their repaired radios and don't say much.

Last month (as noted in the August "Technical Topics" column) I too had a problem but with my BC-250. I sent it to Indiana and had it back in 11 days. Their turnaround time is great, I must agree, except that my receiver still had the very same problem. From previous experience I have discovered that "repaired" sets can occasionally have new problems that did not previously exist. After listening to mine for a few hours it would only read "ERROR" and could not be programmed. Unplugging the receiver and plugging it back in would temporarily resolve the problem. Well, it's off to Indiana again. I'm not particularly upset, it's just the way things go sometimes.)



Frequencies and Radio Systems

John Pilger, Editor

This column is for reporting two-way communications frequencies above 30 MHz EXCEPT those belonging in special interest columns such as Aircraft, Low Band Skip, Military, Federal Gov't., Satellites, etc. Members are also encouraged to submit info about radio codes, dispatch areas, unit numbering systems, overall radio system details, repeater locations, point-to-point links, newspaper and magazine clippings and questions consistent with the subject matter of the column. Submissions pertaining to particular geographic areas must be sent to the proper regional editors. Material that is general in nature should be sent to: John Pilger, 7833 Statesman St., Severn, MD 21144.

Many times, it seems, we all fall into habits which are hard to break. This is true of our monitoring habits as well. Most of us, it seems, concentrate on a few specific agencies or classes of service, such as fire, police or news services. Since frequency allocation tables can easily be checked to find where, for example, remote broadcast services are located, we tend to listen just to that part of the spectrum for radio reporters.

What we, as listeners, may be missing, however, could be considerable. All over the country there are private providers who operate on business frequencies as opposed to special service frequencies.

We are all familiar with the private ambulance services which contract with many government agencies to provide EMS (Emergency Medical Service) care. Normally ambulances are found in the vicinity of 47.60mHz and 155.16mHz with more elaborate systems including dispatch services on the paramedic call channels of 462.950/467.950 and 462.975/467.975.

There are, however, many ambulance services which operate on either fire frequencies or business frequencies. Here in Maryland, two major independent ambulance providers operate on 33.02mHz (Laurel Rescue) and 33.04 (Bethesda - Chevy Chase Rescue.)

The same rule of atypical assignment can be found in other radio services as well. In Maryland and Washington,D.C. there is a firm called Metro Traffic Control which, on a contract basis, provides live rush-hour traffic reports for more than a dozen radio stations. If you were to monitor the remote broadcast frequencies, you would never hear them. They operate, in Baltimore, on 463.850mHz, and, in Washington, on 496.1625mHz.

If you know of such unusual assignments in your area, drop your regional editor a note and share the information with the RCMA membership.

CT MA ME NH NY RI VT

Richard Barnett, Regional Editor
P.O. Box 428
Newton Highlands, MA 02161

I was very glad to receive letters from RCMA members in my region even before I had written my first article. In this way I have more to speak about with you here. I only hope that even more letters from members interested in making this column more enjoyable and informative will continue to be mailed to me at: Richard Barnett Box 428 Newton, Mass. 02161.

Tony Loving, a New Jersey RCMA member, sent this extremely informative piece on the News Media in the New York Metro area. This is the type of data we really like to see!

NEW YORK CITY METRO NEWS MEDIA

ABC-TV Network Couriers	KQA993	455.5875	B
ABC-TV Network ENG Crews	KQA993	455.0875	B
WABC-TV ENG Crews	KQA989	455.050	B
WABC-TV ENG Crews	KYY246	455.6125	B
CBS-TV Network Couriers	KEH240	450.5125	B
CBS-TV Network ENG Crews		161.730	BM
WCBS-TV ENG Crews		450.050	B
WCBS-TV ENG Crews		161.730	BM
WCBS-AM Reporters & Helicopter		450.0875	R
WCBS-AM Repeater Input to above		455.700	M
WNBC-TV and NBC-TV Network Operations		161.670	BM
" " " " " " "		450.550	B
" " " " " " "		455.150	B
" " " " " " "		455.550	B
Daily News Reporters & Photographers	KYZ897	173.325	BM
Newsday Photographers		453.000	R
Action Movie News	KDY543	452.975	R
United Press International		452.975	R
WINS-AM Reporters	KEE581	450.450	B
WDR-AM Helicopter		450.250	BM
WPIX-TV Operations	KQO485	455.150	B
WNEW-TV Operations	KJI334	161.670	BM
New York Times Photographers		173.225	BM

I'm sure all the New York and New Jersey members will be extremely pleased with this excellent report. Mr. Loving did however ask me for some extra data I believe on TV channel 13's newscrews. If he could tell me more about that channel such as company name (network affiliate?) etc., I'll try to find the info he is in need of.

A question was asked by David (MA-013): I would like the codes and meanings used by the Tolland County and Willimantic area Fire Association in Conn.

I do not have the answer David, but maybe a Connecticut RCMA member can supply the information for the next issue. If not, I suggest you write the fire association and ask them. Once in a while agencies will give out such data as their codes are only used for brevity, not secrecy.

F&RS - CT,MA,ME,NH,NY,RI,VT (continued)

As I wrote in my last article, I will concentrate my frequency and radio system information on the eastern Massachusetts area as this is my area of expertise. I will gladly print frequency information for any area of the seven states this article covers, but I would rather have the local RCMA member supply the data, as my version of other radio systems may be somewhat incorrect. Below is a list of the general radio network used by the Massachusetts State Police. In my opinion there can be nothing more interesting than the listing of State Police data as it is helpful to base and mobile scanner operators alike. For you non-Massachusetts RCMA members this data should be very easy to supply me with.

MASSACUSETTS STATE POLICE RADIO

(note: Call signs are only used during time checks and are not important. The major call sign is KCA880, although others -similar to that- are used.)

STATEWIDE ADMINISTRATION	(also small town patrol in Western Ma.)	44.740
Backup-Tactical-Emergency	channel #1 (marathon, riot etc.)	42.440
Eastern Mass. main frequency	channel #2 (Boston Metro area)	42.340
Central Mass. main frequency	channel #3 (Worcester Ma. area)	42.400
Southeastern Mass. main frequency	channel #4 (Cape Cod to R.I.)	42.500
Car to Car only	channel #5 (Massachusetts wide)	42.540
Western Mass. main frequency	channel #6 (Springfield-Amherst)	42.460

Secondary, or future, relatively inactive or not active at all: 45.30, 42.42 42.38, 44.90

Massachusetts Turnpike Authority Police	(New York to Boston)	159.030
Massachusetts State Police at Boston Logan Airport	453.750,	156.015
Massachusetts Intersystem		158.970
Eastern Massachusetts Intersystem	158.97, 470.7875,	470.562

Crusiers are numbered from one on up into the thousands. Cars assigned numbers between one and 200 are usually Command Staff or general Pool. Cars numbered between 200 and one thousand are regualar sector cars with units between 200 and 399 being Troop A Eastern Mass. units. Mobiles with "X" following a number are Major Crime Unit cars. Mobiles with "J" following a number are narcotics units. Mobiles with "Y" following a number are Special Services units.

If anyone is interested in specific Eastern Mass. data I will be glad to provide it in future columns.

DE MD NJ PA

Chuck Gysi, Regional Editor
P.O. Box 216, Willow Grove, PA 19090

(Editor's note: Chuck's part of the column was not received by John this month. IBR)

MI OH

Larry A. Smith, Regional Editor
1223 Vinsetta Blvd., Royal Oak, MI 48067
(313) 398-9797 7-11 PM Eastern Time
weekdays plus all day Saturday & Sunday

(Editor's note: Larry's part of the column was not received by John this month. IBR)

IA IL IN KS KY MN MO NB ND SD WI

Mike Redman, Regional Editor
P.O. Box 1177, St. Charles, MO 63301

Greetings and welcome to the September edition of my midwestern 'F & RS' column. Many thanks to JOHN (IL-012), KIRK (IL-024), GUY (IA-002), DAVE (IN-002), DENNY (IL-026), and BOB (KS-001), for their letters and contributions. It was brought to my attention that the new 800 Mhz. Chicago Fire Frequencies are listed in 'Police Call'. I apologize for the lack of clarity, but what I really was requesting was the actual usage of each frequency- area, fire ground, etc. Thanks to DENNY (IL-026) for bringing it to my attention. The contributor of those Government frequencies in Bob Grove's May Newsletter Column was BOB (KS-001), who also is providing EBS System information for a future Newsletter article. Thanks to all who wrote; keep the letters coming in! And to those who haven't, let's get with it!

From KIRK (IL-024): Kirk is interested in locating the radio frequencies used by Marriott's Great America, an amusement park in Gurnee, Illinois. He believes they use four base to mobile frequencies and two pager frequencies. Kirk works for Santa's Village amusement park at Dundee, Illinois. They use 154.600 Mhz., 3 watt base/mobile, with a three watt base and 25 1.5 watt w/t's used by park owners, managers, and other select park employees. Also used is a pager frequency of 154.625 Mhz., with 10 pagers assigned to less important park personnel including ground crews.

From JOHN (IL-012): An article from the Beacon News, Aurora, Illinois, written by Beth Bales, appearing on June 17, 1979:

> The Closest Car Concept (CCC), dropped in October ['78] because of a change in frequencies, may be reestablished by Tri-Com (Batavia, Geneva, St. Charles Il. PD) soon. Participating in the program are Batavia, Geneva, Wayne, St. Charles, Valley View, West Chicago, North Aurora, Kane & DuPage County Sheriffs' Offices, and Illinois State Police at Elgin. Under the 'CCC' program, urgent calls were dispatched to the closest available unit, regardless of jurisdiction. The ISPERN frequency [154.680] was used, but heavy traffic on the new frequency [155.475] caused the abandonement of the program. A new channel has been chosen for the 'CCC' program [speculation by Illinois RCMA members suspects the new channel is 155.055 Mhz.], but interference may prevent full utilization. Crystals have been installed in select units for testing purposes, and if succesful, interference problems may be replaced by financing difficulties. Interference expected would come from the Batavia and Geneva Public Works [155.04 Mhz].

Also from the Aurora Beacon News, by Beth Bales, early June:

> Federal and State grants have been received to update the Tri-Com Emergency Dispatch Center. Improvements include a new 270 foot radio tower, an additional frequency,, and a new radio console. The new tower will be erected behind the Burgess Norton Plant 2 on South St. Kane County will

also build a new 400 foot tower at the County Jail on Fabyan Parkway. The County tower will hold county primary and Tri-Com backup equipment; while the Tri-Com tower will house Tri-Com primary and Kane County backup equipment.

The additional frequency will ease congestion on the present police frequency and be used for investigation & administration. The new console will aid in the handling of an increasing work load; the center handled 40,000 more calls in 1978 than in 1977. All projects should be completed by December 31.

From EDITOR (MO-002): A few months ago I submitted a list of St. Louis County Fire Frequencies. Most fire dispatch in St. Louis County is done in plain English, however the North Central Fire Alarm System, a central dispatch agency in the North and Northwest County area, uses a system of ten codes. These are used over the radio, but more often status reports are given over digital equipment which identifies the unit calling when keyed, with selectable, commonly used ten codes available at the push of a button. Acknowledgement is made by radio, by the dispatcher. Here are these ten codes, with most common types starred:

10-1 Unable to copy
10-2 Signals good
10-3 Will do as ordered
10-4 Message received
10-5 Relay message
10-6 Busy, stand by
*10-7 Out of radio service
*10-8 In radio service
10-9 Repeat
10-10 Subject to call by phone
10-14 Correct time of alarm
10-20 Location
*10-21 Call by phone J1 Now
J2 Not urgent
10-50 Auto Accident J1 Minor
J2 Injuries
J3 Road blocked
J4 Death
J5 Drowning
10-51 Wrecker needed
10-52 Ambulance needed
*10-70 Fire: F1 House
F2 Commercial
F3 Inhalator
F4 Weeds
F5 Auto
F6 Bomb
F7 Misc.
*10-71 In radio service on fire assignment
*10-72 At scene
*10-73 Standing by in radio service
*10-74 Laying 2 1/2 inch line (call utilities)
*10-75 Using booster line
*10-76 Returning 10-7
*10-77 Returning 10-8
10-79 Report progress of fire alarm
10-91 Too weak, talk closer to mike
10-92 Too loud, talk further from mike
10-94 Give a test count

When there is a large or multi alarm fire, off duty personnel may be called in. This is accomplished by tone activation, followed by 'Code 70, report in'. The '70' refers to the department, and refers somewhat to radio call numbers. In addition to primary frequencies, extensive use is made of the Administrative frequency, 460.600 Mhz., which is also used to simulcast regular dispatches.

More fire frequencies; St. Louis metropolitan area:(in Mhz.)

Jefferson County	154.310	E. St. Louis, Il.	154.250
Madison Co., Il.	154.430	Granite City Il. area	155.880
St. Clair Co., Il.	154.190	Mutual Aid (Il.)	154.265

In closing this month, may I say that while perusing a recent RCMA Newsletter, my 1 year old daughter Jeanna found it more interesting than her baby toys. More evidence of a truly fine publication. See you next month!

DC FL GA NC SC VA WV AL AR LA MS OK TN TX

RCMA Regional Editor
P.O. Box 270294, Tampa, FL 33688

The first half of this regional column was accidently misplaced and then found. It is safe and will appear next month. IBR

Alabama

Road	Jefferson Ct. Highway Dept.		BM	33.020
HWY	Alabama Highway Dept.	KIV335	BM	151.055
UTIL	Alabama Power Co.		BM	153.560
UTIL	" " "		BM	153.605
UTIL	" " "		BM	153.665
UTIL	" " "		BM	153.710
UTIL	Alabama Power Construction		BM	37.860
UTIL	Alabama Gas Corp.	KIB946	R	153.515
UTIL	" " "	KJM868	BM	158.250
AMB	Bartlett & Suburban Amb.		BM	155.160
AMB	B & B Ambulance	KKD527	BM	155.265
TELE	South Central Bell	KBZ226	R	151.985
DVM	Birmingham Humane Society	KCN980	BM	155.280
HEALTH	Jefferson Co. Health Dept.	KLP893	BM	155.205
HEALTH	Alabama State Health Dept.	KXK964	BM	155.280
AIR	Delta Airlines	KWQ885	R	460.825
AM	WYDE Radio		BM	161.640
PD	Birmingham University of ALA.		BM	154.800
UTIL	Birmingham Water Works	KBL581	R	153.440

(Editor's note: a fine group of freqs from David Beck AL-001 K4PBN. I've made up a couple of abbreviations which I hope are clear enough for the purpose, health, tele, and util. All of these freqs are for the Birmingham area. Thanks again for the help David.)

AZ CO ID MT NM NV UT WY

Regional Editor needed!

If you are interested, please contact John Pilger at the address in the column heading and/or me at: RCMA, P.O. Box 4693, Riverside, CA 92514.
IBR

CA OR WA (EXCEPT 7 SOUTHERN CA COUNTIES)

Regional Editor needed!

If you are interested, please contact John Pilger at the address in the column heading and/or me at: RCMA, P.O. Box 4693, Riverside, CA 92514.
IBR

Southern CA

COUNTIES OF IMPERIAL, LOS ANGELES, ORANGE, RIVERSIDE, SAN BERNARDINO, SAN DIEGO & VENTURA

Regional Editor needed!

If you are interested, please contact John Pilger at the address in the column heading and/or me at: RCMA, P.O. Box 4693, Riverside, CA 92514.

IBR

From ERIC (CA-LA-045):

LONG BEACH POLICE DEPARTMENT-Unit Numbering System

On July 1, 1979 the Long Beach Police Department adopted a new numbering system for their police units. It basically works like this:

The city is broken up into three sectors, those being: Sector One-West area-Downtown Long Beach. Sector Two-East Long Beach-Los Altos area. Sector Three is North Long Beach-Bixby Knolls. Sector One always operates on radio channel one (460.125 mhz); Sectors Two and Three operate on radio channel three (460.350 mhz) until 0215 hrs. when the afternoon shift goes off duty. At this time, all units switch to channel one until the day shift units come on at approx 0730-0800 hrs.

Patrol cars unit numbers consist of a number (indicating sector 1, 2 or 3). This is followed by a letter indicating which shift ("A" is graveyard shift 2200-0800 hrs. "B" is day shift 0730-1730 hrs. "C" is swing shift 1630-0230 hrs.)
This letter is then followed by one or two numbers indicating the beat.
EXAMPLE: 1A1 is a Sector One unit on graveyard shift working Beat One.
2B12 is a Sector Two unit working day shift in Beat 12.
Sergeants are "S" (Sam) units. Lieutenants are "L" (Lincoln) units.
Parking enforcement and traffic units are "T" (Tom) units.
Detective units are identified by a letter (type of detective) plus a number (assigned to officer/detective). "H" indicates Homicide; "R" indicates Robbery; "J" indicates Juvenile.
The helicopter is now referred to as "FOX".
NOTE: See attached maps for Sector and Beat area numbering.

More information on Long Beach P.D. will be contributed as it becomes available to me. They have a new communications center in the basement of the city hall building. The old police radio room was a very cramped area on the fourth floor of the police building.

LOS ANGELES COUNTY SHERIFF DEPARTMENT-Unit Numbering System

Temple City Station-Number 5		Lakewood Station-Number 13	
Unit #	Area of Service	Unit #	Area of Service
51	East Pasadena	131	Cerritos
52	Temple City	132	Lakewood
53	Rosemead	133	Bellflower
54	San Gabriel County	134	Paramount
55	South El Monte	135	Artesia
56	Monrovia County	136	Hawaiian Gardens (?)
57	Duarte/Monrovia		
58	Duarte/Bradbury		
50David	Station desk	130David	Station desk

Frequencies used		Frequencies used	
39.82	Dispatch	39.64	Dispatch
39.34	Car to Dispatch	39.20	Car to Dispatch
39.48	Car to Car (F"C")	39.48	Car to Car (F"C")
39.60	Helicopter (F"H")	39.60	Helicopter (F"H")
39.72	Subject/Tac (F"E")	39.72	Subject/Tac (F"E")

NOTE: Lakewood Station # 13 is scheduled to use 470 mhz. frequencies as an experiment for patrol use. For frequencies, see August issue of RCMA Newsletter.
Helicopter "SKYNIGHT" is based at Lakewood station. Helicopter "ARGUS" is based at the East Los Angeles station. Los Angeles Sheriff Aero Bureau is stationed at Long Beach Airport. Police helicopters (along with public and private helicopters) communicate on 122.75 mhz AM aircraft radio (when not communicating within an airport's control area. LASO helicopters identify themselves on aircraft radio using the aircrafts' "N" number. LAPD helicopters usually identify as they do on the police frequencies, (AIR-10, etc.)

CALIFORNIA HIGHWAY PATROL-Unit Numbering System

Santa Ana area units use designator "86" to identify themselves as a Santa Ana unit. Westminster units are "55" units; etc., as shown in Police Call. "S" indicates Sergeant. "M" indicates Motorcycle.

Santa Ana office-Beat Areas

86-500 series indicates the Santa Ana Fwy (I-5)
86-550 series indicates the Newport Fwy (SR-55)
86-570 series indicates the Orange Fwy (SR-57)
86-405 series indicates the San Diego Fwy (I-405)
86-91 series indicates the Riverside Fwy (SR-91)

Westminster office-Beat Areas

55-70 series appears to be the Long Beach Fwy (SR-7) (within L.B.)
55-40 Accident medical aid (?)

Frequencies in use: "Purple" 42.40 Base; 42.16 mobile; 42.40 Car to Car.

I am currently working on several CHP Beat Area maps for publication in the RCMA Newsletter, but I will need the assistance of other members in this endeavor. Anyone interested in helping, please write me at this address: Eric J. Christensen, 2360 Brentford Rd., San Marino, California 91108.

UPDATE/CORRECTIONS: Newport Beach Police Department

Helicopter is now known as "OCEAN"; although "NEWPORT ONE" is still heard occaisionally.
Animal control units are now 43-730 series; instead of 43-630 series.
Newport Beach Fire (Station 83) operates on 46.44 mhz, not 46.14 mhz.
46.14 mhz is the Orange County Fire Department.

Newport Beach Fire Stations-Station numbering;

Station 1: Old Fire Department Headquarters behind City Hall
Station 2: Balboa Penninsula
Station 3: HEADQUARTERS-Newport/Fashion Island (next to police station)

F&RS - Southern CA (continued)

Station 4: Balboa Island
Station 5: North/west city limits
Station 6: Corona Del Mar

NOTE: Newport Beach Fire Dept. dispatching is done by the police department dispatchers. Newport Beach still uses their old high band fire frequency, but only between two or three hand held radios, no base station or engines appear to have this frequency.

SECURITY FORCES-Southern California Miscellaneous organizations.

154.60	Disneyland Security	(Knott's Security Freq 2 (?))
154.57	Disneyland Maintenance	(Knott's Maintenance (also)?)
151.655	Knott's Berry Farm Security	(Station "K")
154.515	Hoag Hospital, Newport Beach (Security)	
464.475	South Coast Plaza Shopping Center, Costa Mesa Security	
151.805	International City Security (Long Beach, Los Alamitos, etc.) Call Sign (possibly) KDM746	
154.515	Sea World, San Diego Security	

AUTO CLUBS-TOWING COMPANIES (Southern California)

150.905	AAA-ACSC	150.815	Coast Towing (Costa Mesa)
150.920	" "	508.7625	G & M Towing
150.935	" "	150.815	Sim's Tow (Long Beach) (?)
150.950	" "	150.815	Rumor says Knott's Berry Farm uses this one, too(?!)
150.965	" "		

CITY/COUNTY OF SAN DIEGO

SVC	FREQUENCY	DEPARTMENT	USE	AREA	CHANNEL	CALL SIGN
PD	158.73 R	San Diego PD	Dispatch	South	1	KJD935 Stn A
PD	158.97 R	San Diego PD	Dispatch	Beach North	2	KMD727 Stn A
PD	159.09 R	San Diego PD	Dispatch	East	3	KLI385 Stn A
PD	159.045 R	San Diego PD	Dispatch	Central	4	KSK366 Stn A
PD	158.895 R	San Diego PD				KFE583 Stn A
FD	154.31 B/M	San Diego FD	Dispatch		1	KMA357
SO	153.875 R	San Diego SO	Dispatch	North Coast	1	KQS633 Stn M
SO	154.055 R	San Diego SO*	Dispatch	North	2	KQS633 Stn M
CHP	42.88 B/M 42.66 M	CHP San Diego	Dispatch Mobile	San Diego	Orng Orange	KMD711 S.D.
CHP	42.12 B/M 42.20 M	CHP San Diego	Dispatch Mobile	Oceanside/ El Cajon	Gold Gold	KME357 S.D.
WX	162.40 B	U.S. NOAA Weather Bureau		San Diego		
PD	154.845	Coronado PD	Dispatch	Coronado		KMB596 Stn D

LATE FLASH!!!!!

New coordinated fire dispatching system to go into effect in early September for Burbank, Glendale, and Pasadena.

F&RS - Southern CA (continued)

Freq 1:	**153.89**	**mhz**	**To be used for dispatching all fire units**
Freq 2:	**153.77**	**mhz**	**Tactical channel for use at fires, etc.**
Freq 3:	**154.2035**	**mhz**	**Paramedic use**

Note that these frequencies are already familiar to Glendale and Burbank. New Freq 1 and Freq 2 are Glendale Fire Department's old Freq 1 and Freq 2. The new Freq 3, planned for paramedic use, is the old Burbank Fire Department frequency. It is unknown exactly what will be done with Pasadena Fire Department's old Freq 1 and Freq 2 (46.10 mhz and 46.20 mhz). Rumors have it that old Freq 1 will be strictly inhouse for Pasadena only. Another rumor has it that the American Red Cross may buy up Pasadena Fire Department's old VHF-Low Band radios, especially the hand helds (since the Red Cross operates on 47.42 mhz).

From RAY (CA-OR-056):

TAXI	Newport Beach/Costa Mesa area	B	152.375
		M	157.635

Does anyone have the Costa Mesa-Newport Beach combined City Yard and/or Road Department frequencies?

CANADA

Rory B. McEvoy, Regional Editor
12 Castlegrove Blvd., Unit 9
Don Mills, Ontario, M3A 1K8
(416) 449-4170 : 7-11 PM EST/EDT
weekdays and all day weekends

(Editor's note: Rory's part of the column was not received by John this month. IBR)

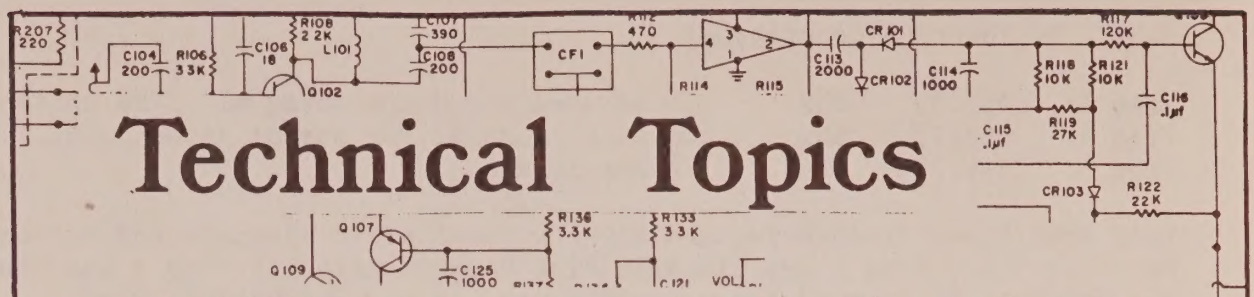
International

ALL AREAS OF THE WORLD OTHER THAN CANADA AND THE 48 CONTIGUOUS STATES OF THE UNITED STATES.

Regional Editor needed!

If you are interested, please contact John Pilger at the address in the column heading and/or me at: RCMA, P.O. Box 4693, Riverside, CA 92514.
IBR

**********Remember...when submitting frequency/system information, or when asking for specific information, address your letter to the proper regional editor. If you expect a reply by mail, please include a SASE.**********



Technical Topics

Send all equipment reviews, technical articles, technical tips and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions or even computer applications for monitoring to: RCMA, P.O. Box 4693, Riverside, CA 92514

This is the second month Chuck has not sent a column or any word of his intentions. It is reported that he is quite busy with his employment and other activities.

Technical Topics editor needed!

If you are a serious monitor listener, have some electronics background, can type and would enjoy being Technical Topics editor, please write to: RCMA, P.O. Box 4693, Riverside, CA 92514.

From RICK (NJ-001): Recently I had the opportunity to see a working model of the long-awaited Regency Touch K-500 at a small electronics show and I was able to discuss several areas of interest with the Regency Rep. I will not go into the operation of the unit - this can be determined by reading the Regency literature. I did, however, find out the following:

(1) according to the Regency Rep., the delay of the K-500 was caused by the supplier of the micro-chip. There are only a few good suppliers and their products are in great demand by many industries. The auto industry has become a major consumer of these chips and Regency and other users have had to take a back seat when it comes to delivery. This is why the unit was held up for over a year.

(2) the original Touch (ACT-116K) has been discontinued since it falls between the K-100 and the K-500 in operations and price. Also all the chips ordered for the older units have been delivered and used.

(3) the logic built into the chips on the new units (K-100 and K-500) provides many more features (viz: frequency readout on an active channel) and more flexibility then on previous models.

(4) the basic electronics of the K-500 are the same as the K-100- so that whatever the K-100 will do, the K-500 will also do. (I refer the reader to the article on expanded programming, RCMA Newsletter, Feb. 1979, page 15). I have personally programmed the unit and it works! The makeup of the chip will permit a wide range of frequencies- a fact not advertised by Regency due to FCC and other governmental pressures.

(5) Regency is planning a mobile unit to be called the M-100. Release date:probably January 1980. Unit will be

AC/DC, designed especially for mobile operation and will be smaller that current units. Operation will be similar to features of K-100. An interesting model considering the very restrictive laws concerning mobile monitoring around the country.

(6) there are no definitive plans for an 800-900 MHz unit yet. The first of such units will probably be small, 4-channel crystal controlled units due to low anticipated initial demand.

(7) thought has been given to a hand held synthesized unit. Availability: not for at least one year.

(8) volatile vs non-volatile memory: this seems to be a matter of availability and cost of logic chips. Regency will continue to have volatile memories for at least the near future.

BC-250 PROGRAMMING TRICKS from BARRY (CA-SM-003)

Some months ago I submitted an article to Karl Pagel (CA-OR-022) who turned it in for publication in the Newsletter which was published and credited to him. The article concerned additional programming of the BC-250 for out-of-band frequencies. Since then I have found that the 250 can be programmed much more simply and once mastered can be done quite easily.

Simplified programming for UHF frequencies below 420 MHz:

1. Enter search limits 420-421 MHz.
2. Hit STORE key and let run for 2 or 3 seconds. The storage will retain a birdie at 420.7 on BC-250's with a 10.85 IF --- newer 250's use a 10.8 IF, so the birdie will differ.
3. Hit RECALL to display storage frequency of 420.7. (Editor's note: My birdie is at 420.6.)
4. Now, if you want to search frequencies below 420 MHz, do the following: Enter one new search limit in the VHF high band, say 155 MHz. (At this point, once you have entered 155 MHz as the first limit and you are not going to search past 420.7, you do not have to enter an upper frequency limit. However, if you do search above 420.7, you must enter another VHF high band frequency (example, 156 MHz) as the upper frequency limit.
5. Once you have entered 155 MHz (for instance), hit the RECALL key again and note that the 420.7 is now displayed.
6. Next hit the DOWN search key. The unit will now search down past 420 MHz in 12.5 KHz steps.
7. Since out-of-band search is not automatic, the UP and DOWN keys must be used to do it manually. SLOW search speed is helpful.
8. Open the SQUELCH to hold the desired frequency, say 411.0, since there is no search hold feature on the BC-250.
9. Hit the LOCKOUT button to store that frequency in the search memory which can later be transferred to a normal channel if desired.
10. To enter a frequency in a normal channel, first select the channel number into which you wish to program the frequency that is stored in search memory.
11. Then utilizing the RECALL, step to the desired frequency.
12. Now turn the set OFF and then ON, and presto, the out-of-band frequency is programmed into the BC-250's permanent non-volitile memory and can be scanned or monitored as would any normal frequency.

If you want to make the BC-250 search in 5 KHz steps instead of 10 KHz steps on low band frequencies (30-50 MHz), simply store any low band frequency in the search memory. Now hit RECALL to display any low band frequency. Now you must set new search limits using high band frequencies, for instance, 155 MHz-156MHz. At this point if you only want to search down there would be no need to enter an upper limit, but if you want to search up and down in 5 KHz steps, the upper and lower search limits (155/156) must be entered. Next, hit RECALL and display any low band frequency, then hit either DOWN or UP search key and the unit will search now in 5 KHz steps: This is useful for getting around birdies such as 42.50, which is CHP (purple). At 42.45 or 42.55 the "purple" base is still audible and can be scanned normally without stopping at that annoying birdie. Again, once you find the desired frequency use the previously described method to enter it into the permanent memory.

Other tricks: As is known to 250 owners, UHF spacing on 420-470 is 25 KHz, while spacing on 470-512 is 12.5 KHz and the unit searches these accordingly. The FCC has been allocating new frequencies in the 450-451 spectrum using 12.5 KHz spacing (these are used for remote press/relay). In the normal programming mode or in the search mode these "split" frequencies cannot be entered, scanned or searched. However, by entering 450-451 as search limits and storing a frequency or two within these limits, then by entering new limits of 155-156, then hitting RECALL until a 450 frequency appears, the unit will now search up and down manually in 12.5 KHz steps by using the UP and DOWN keys. To enter the split frequency desired, simply follow the method previously discussed.

Another trick is making the unit search in 10 KHz steps instead of 5 KHz steps in the high band by first storing a high band frequency in the search memory, then hitting the RECALL key, then enter a new search limit in the low band (30-50 MHz). Now, recall any high band frequency, hit the UP or DOWN search key and the unit will now search the high band in 10 KHz steps for a faster search.

From ERIC (CA-LA-045):

Bearcat 250 gets IF change!

IF frequency on BC 250 scanners built after approx March 1979 have an IF frequency of 10.8 mhz (same as BC 210) instead of original 10.85 mhz IF frequency. Note: To receive "image" of a frequency, add 21.6 mhz (for new style BC 250 (10.8 mhz + 10.8 mhz = 21.6 mhz)) or 21.7 mhz for the original style BC 250. Example: Suppose you wanted to recieve a frequency such as 414.250 mhz on your scanner, but it only goes down to 420 mhz. Solution: Add 21.6 mhz (or 21.7 mhz) to 414.250 mhz, and you can now enter and receive the image of 414.250 mhz at 435.850 mhz for the 10.8 IF or at 435.950 mhz for the 10.85 IF.

Speaking of IF's, here's a trick which may or may not work with your radio. If you have a crystal scanner which requires a 10.8 mhz IF (Bearcat type), you may be able to substitute a 10.7 mhz crystal (Regency type IF) with a different frequency to receive the original frequency that you desire. Example: If you desire to monitor 460.125 mhz (Long Beach PD Channel One), you may use a 10.8 mhz IF crystal cut for 460.125 mhz or a 10.7 mhz crystal cut for a frequency just 100 khz less than your receive frequency. This means that you could use a crystal 460.025 mhz with a 10.7 mhz IF and put this into a radio using a 10.8 mhz IF, and receive the 460.125 mhz frequency. Logic: IF frequencies differ by 0.1 mhz (10.8 mhz - 10.7 mhz = 0.1 mhz) Take this 0.1 mhz and add it to your 10.7 mhz type crystal; this is the new freqency it will receive if you put the 10.7 mhz crystal in a radio requiring a 10.8 mhz IF crystal. (NOTE: Crystal capacitance, resistance, and tolerances may affect the use of this method in your radio. If it doesn't work, it doesn't work! that's all there is to it, too!)

Technical Topics (continued)

From WILLIAM (OH-): I live in a townhouse condo and cannot put an antenna on the roof. I would like some ideas on what to do.

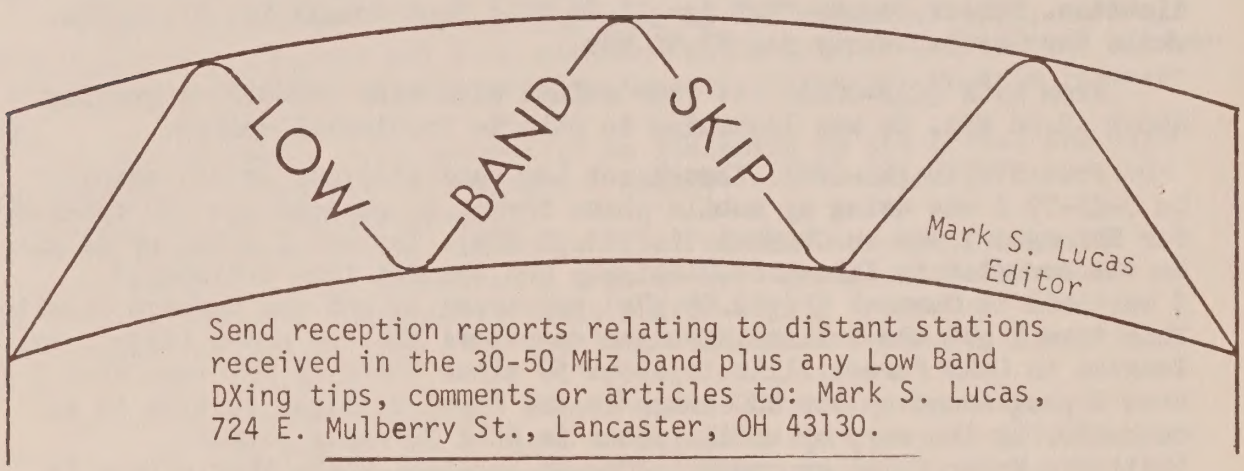
(Editor's comment: Any members who have solved this problem or have ideas, please write to this column.)

From GARY (CA-LA-): I have a Sony receiver and am looking to buy a more sophisticated receiver. Please suggest ones you feel are good.

Response: This editor feels that the Bearcat BC-220 and BC-250 are good receivers. Bearcat is about to market a BC-300 which could be be even better but this is not known yet. The new Regency K-500 also looks like a nice receiver. The Regency Digital Flight Scan (VHF aircraft only) works well for me. The Radio Shack PRO-2001 seems to be working well for the few members I know of who use them but they are priced a little high. --- Any other members who have recommendations, please write to the Newsletter. --- Gary, you might gain some useful information by attending some RCMA meetings.

NOEL (CA-LA-083) would like to know if anyone has out-of-band programming info for the Radio Shack PRO-2001 or if it is even possible.

(Technical Topics continued on page 45)



Send reception reports relating to distant stations received in the 30-50 MHz band plus any Low Band DXing tips, comments or articles to: Mark S. Lucas, 724 E. Mulberry St., Lancaster, OH 43130.

I am quite happy to see that several members took my advice from last month's "meager" column and contributed. Now, where are the rest of you? Could it be that the summertime heat and humidity has made most of our members out-of-doors freaks? The answer may never be known!

From BILL (KY-002): 33.78 MHz KGC-522 State of Delaware Dispatch Location: Govenor Bacon Health Care Center, Delaware City, Delaware Xmtr Location: Georgetown,Delaware (Sussex County)

From Brent (CA-SB-016): 42.46 MHz Nebraska State Patrol BASE BC-250 7-6-79 and 7-11-79 0800 PDT 1200 Miles
42.06 MHz Many including: "St. Joe", "Rockport" and "Atchison Co." Mostly BASE BC-250 7-11-79 0900 PDT (Editor's Note: It seems this is either Kansas or Missouri. HELP?!)

From MARVIN (TX-002): 33.06 MHz KII-792 (NO ID) Rescue Squad Base Realistic PRO-2001 5-79 Harrisonburg VA 1500 Miles
42.10 MHz KTO-432 "Charleston" State PD Base Realistic PRO-2001 7-15-79 Charleston,W VA 750 Miles
42.34 MHz (NO CALL) "Yreka CHP" State PD Base Realistic PRO-2001 2-18-79 Yreka CA 2000 Miles
42.38 MHz KSD-244 "Chilton" State PD Base Realistic PRO-2001 7-12-79 Chilton WI 850 Miles

Low Band Skip (Continued)

			42.42 MHz	KSC-899	"South Bend" State PD
Base	Realistic PRO-2001	6-79	Time Unknown	South Bend IND	1000
			42.46 MHz	(NO CALL)	"Lincoln" State PD
Base	Realistic PRO-2001	7-12-79	1000 CDT	Lincoln NE	600 Miles
			42.52 MHz	KIB-894	"Raleigh" State PD
Base	Realistic PRO-2001	7-12-79	1300 CDT	Raleigh NC	800 Miles
			42.90 MHz	KOA-693	"Station 25" State PD
Base/Mobile	PRO-2001	2-18-79	1130 CST	Eugene OR	2000 Miles

(Editor's Note: PHEW! What a list! All right you folks,are you going to let Marvin show you up? CONTRIBUTE TODAY! While it's fresh in your mind!)

From JOHN (IL-012):			39.46 MHz	KXI-977	"Chenango Co." SHERIFF
Base	BC-101	6-23-79	0950 CDT	Springvale NY (?)	600 Miles
			39.46 MHz	KEB-410	"Auburn City" PD
Base	BC-101	7-7-79	0822 CDT	Auburn NY	

From RICHARD (NJ-001): In re: report from Brent (CA-SB-016) in July's column, KGC-522 per "POLICE CALL" is for State of Delaware. Town of Georgetown.
(Editor's Note: Following is a more detailed explanation of the above)

From FRANK (DE-002): All Volunteer FDs in the state of Delaware operate on 33.78 MHz. Having only THREE counties,each county has its own "F2" for major firework,but "F1" is used by all counties unless interference dictates. Sussex County "F2" is: 33.86 MHz; Kent County is: 33.82 MHz; while New Castle County is: 33.94 MHz

From RICK (CAN-002): Re: your column with Mike (MO-002) inquiring about 42.06 MHz. He was listening to Ontario Provincial Police.

From STEVEN (IL-001): Though not Low Band skip,but it WAS skip! On 7-23-79 I was using my mobile phone trying to contact the RCC operator for Chicago. I was on Channel 11 (152.18 MHz). Instead I wound up talking to the operator in Kalamazoo,Michigan. She sounded like a "local." I switched to Channel 5 (152.09 MHz) and tried to get the Chicago operator. This time I got the Holland,Michigan operator! All the above times I was located in Lake Forest,Illinois,about 50 miles north of Chicago. When I got home I programmed up the RCC channels and found Michigan station on all channels. By the way, my mobile phone is ONLY 20 watts output!
(Editor's Note: Quite an unusual "Tropo" logging! While this column is dedicated to the reception of the 30 to 50 MHz range,I will when space and conditions warrant it allow such loggings in the VHF-HIGH and UHF range. This WILL not be the rule!)

Well, quite a wide variety of listening and logging locations this month. I hope this continues. As we head into the Autumn months,the Sporadic -E skip will subside,to be replaced on the higher bands by "Tropo" (Tropospheric bending) due to changing frontal patterns,as we have noted this month!

Also, be aware that last year's great time of F-2 may return soon! Predictions should bare out the fact that the sunspot maxima should be "hear" any time (although the month of July's sunspot minima would surely fool even the most astute solar physicist!) So, if this be the case, get those logging sheets ready (feel free to photocopy them) and watch the frequencies of 41.25 and 41.50 MHz for BBC-1 TV audio and French TV audio! These are great "beacons" for such skip openings. And you members out on the west coast watch for Japan and Asia! IT MAY BE POSSIBLE!

That's it for this month. As we head back to the cooler months, and if you are heading back to school...those are the breaks. HI! Until the next 30 days.....73 and good listening!

Railroads

Marvin Suggs, Jr., Editor

Send information about railroad frequencies and their uses, radio system details, tips for monitoring railroads, explanations of railroad jargon and related information and questions to: Marvin Suggs, Jr., 1946 Carolina Ave., Port Arthur, TX 77640.

To help get things started, I'd like to introduce myself as the RCMA Newsletter's Railroads Column Editor. My name is Marvin Suggs,Jr., I am 17 years of age and currently a high school senior. I live in Port Arthur, Texas, a city of about 65,000 people. Port Arthur is located on the Gulf Coast and is approximately 100 miles east of Houston.

During the summer months, I like to go to Galveston,Texas. There I set up a sort of "motel room" base station, and monitor the U.S.Coast Guard and other VHF marine frequencies.

At home, I listen to railroads, police, fire, ambulance, and other types of radio communications. My base station is composed of: A Realistic PRO-2001 programmable scanner, 2 Realistic Patrolman PRO-7B VHF scanners, a Realistic PRO-21 VHF/UHF pocket scanner, and an old Motorola "lunch-pail" type handie-talkie. My mobile is a Regency Model R-106, 10 channel VHF/UHF scanner.

I became interested in monitoring back in the winter of 1975, when my parents gave me a Regency ACT C-4L scanner for Christmas. I used this scanner to listen to the local electric utility company, which was my main interest then.

In 1976, I became more interested in listening to the police and fire departments, so I saved up and bought a Realistic Patrolman 5, which would receive the VHF-Hi and UHF bands.

A few years later, I purchased my first VHF/UHF scanner, which was a MacDonald CE-100. I was sort of at a loss of what frequencies to monitor, so a friend, who is a salesman at Radio Shack, highly recommended Police Call. I found out about RCMA from the 1979 edition of Police Call, so I quickly became a member.

As for railroad frequencies, I have several for the major railroad lines in Texas and Louisiana. I would be happy to answer any questions anyone might have regarding railroad companies, frequencies, systems, etc.

From Marvin (TX-002)- Column Editor

RAILROADS,Southeast Texas

Kansas City Southern Lines	Port Arthur Yard	B/M	160.26
" " " "	" " "	B/M	161.25
Southern Pacific Railroad	Beaumont CTC	B/MR	161.55
" " "	Houston Switchboard	B/MR	160.80
Missouri Pacific Railroad	Beaumont CTC	B/M	160.41
" " "	Road Frequency	M	160.47
Santa Fe Railway Co.	Beaumont Yard	B/M	160.65

From ROD (DC-001): Washington METRO is licensed to operate on 160.260, 161.025, 161.385, 161.235, 160.380 and 160.620. Those underlined are in use for METRO Rail and can be heard most actively during rush hours.

CONTACT

A column devoted exclusively to the purpose of helping members contact other members. If you want to meet, telephone, or correspond with other members (by letter or cassette tape) in a certain geographic area or other members who have similar listening interests, this is the place to say so. Interested members will contact you directly so be sure to give your telephone number and best time to call and/or your address. Write to: RCMA, P.O. Box 4693, Riverside, CA 92514

New member in Massachusetts would like to have a list of members in MA. Interested MA members please contact LAWRENCE BERMAN, c/o Gordon & Gordon Adjustment Co., 84 State St., Boston, MA 02109.

I am interested in starting a Philadelphia-New York City area RCMA chapter. The two cities are close enough that we could probably meet somewhere in between. Any members in the New York City metro area, New Jersey (north and south), eastern Pennsylvania (including metro Philly area), and northern Delaware interested in pursuing this effort, please get in contact with me. Perhaps a meeting place somewhere between Princeton and Woodbridge in New Jersey would be a feasible location in the middle. Many members in the LA and Illinois areas are travelling one to two hours to meetings, and if we do get a chapter, members could even car pool to meetings, easing the gas crunch. CHUCK GYSI (PA-005), P.O. Box 216, Willow Grove, PA 19090, (215) 657-5324.

I would like to contact members in Indiana or Ohio. My interests include railroad communications and state police network communications. Any fellow members with similar interests, please drop a few lines to: TERRY MILICZKY (IN-003), 2505 Shady Oak Dr., Fort Wayne, IN 46806.

Member wishes to receive tapes of confirmed digital voice protection (DVP) activity. Reel to reel or cassette or 8 track. All tapes will be returned. TONY LOVING (NJ-005), 231 Kinderkamack Rd., Westwood, NJ 07675.

I would like to exchange tape recordings with members who can make tapes of "auctioneer" large-fleet TAXI dispatchers. I'd like to hear St. Louis, New York, L.A., S.F., S.D., New Orleans, Denver or any large city dispatchers with a full workload; there is nothing more thrilling on VHF than good taxi dispatching. BILL HARRIS, 414 Bomberding, Lafayette, IN 47905. (Editor's comment: The above may sound unusual but a big city taxi dispatcher is a real professional and I too sometimes listen to Los Angeles taxi dispatching at peak hours and am always amazed and entertained. ---IBR)

I have a great desire to contact members in my area. DON G. CHARD (MI-015): 267 W. Bennett, Ferndale, MI 48220, (313) 398-8377.

In the RCMA Newsletter of May 1979, p.11, a note I sent in was published in asking if RCMA members in the New Jersey vicinity were interested in forming a local chapter, possibly a "Garden State Chapter". We could attempt to set up tours of area facilities such as state police communications in Trenton, large city operations, etc. To date I have only heard from three members and I want to acknowledge with thanks their letters: Tony (NJ-005), John (E. Peoria, IL who travels often in the

Eastern states) and Lester (NY-014). Possibly more members will be interested in the future. RICHARD (NJ-006), P.O. Box 1274, West Caldwell, NJ 07006. (Editor's note: I am printing this in the Contact column in hopes that more members in the area will want to take the opportunity of possibly getting together. --- IBR)

MARKETPLACE

Members may advertise, free of charge, items wanted, items for sale and items for trade that are associated with the hobby of monitor radio listening above 30 MHz. No dealer ads accepted. Send to: Larry L. Miller, Pinecrest Apts., #F-21, Amherst, OH 44001.

FOR SALE: Bearcat 210, excellent condition with all accessories and original carton, etc. $150. TOM (CA-LA-100), (213)-926-4045, no collect calls please.

FOR SALE: Bearcat 210, perfect condition. Must sell, new unit on the way. $200 including shipping. BOB ABERNATHY (NY-10), 11 Leeds St., South Huntington, NY 11746, (516)-921-7830 (business phone 9-5).

WANTED: Photocopy of the last complete RCMA Membership Directory. Willing to pay $2.00 but please write first. JIM CRAWLEY (IL-035), 410 O'Neil St., Joliet, IL 60436.

WANTED: 12 VDC scanner. Crystal control a must. High band or high/UHF bands. Prefer Sonar or Regency. Must be in good condition with mobile mounting bracket + 12 VDC power cable. Will pay top dollar. TONY (NJ-005) 231 Kinderkamack Rd., Westwood, NJ 07675, (201)-666-5577 evenings.

FOR SALE: Although this may sound commercial, it's not. I can obtain parts for older two-way equipment such as G.E., Motorola, Link, Outercom, Gonset, RCA, etc., usually for the price of the postage. I have an extensive "electronic junkyard" of my own in addition to many sources to which I have access. BILL HARRIS, 414 Bomberding, Lafayette, IN 47905.

FOR SALE: Regency 16 channel H/L scanner with crystals. Crystals include 151.265, 151.355, 151.445, 151.310, 151.385, 154.025, 154.280, 154.34, 154.920, 155.595, 155.910, 155.970, 42.24, 42.54, 42.66, 42.88. Price $100. -- Radio Shack Pro 2 tunable. Price $50. JOHN I. BOWSER, (CA-SB-006), 7082 Avenida Leon, Alta Loma, CA 91701, (714)-987-7737.

FOR SALE: Military aircraft receiver, military surplus AN/URR 35, good condition, with AT-197 antenna, speaker and manual --- all for $110. Prefer sale in Southern California to avoid crating and shipping. RALPH (CA-SD-017), (714)-488-4553. (Editor's note: If the receiver works well this is a good buy. --IBR)

WANTED: Old wood-case 'Police-Alarm' (I.D.E.A.) hi-band receiver, any condition; Gonset 'Super-Ceiver' 1500 KHz AM IF strip in hammertone metal box with speaker, any condition. BILL HARRIS, 414 Bomberding, Lafayette, IN 47905.

Aircraft

Wayne Guerrini, Editor

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands associated with airports and aircraft plus questions, articles, and tips related to aircraft monitoring to: P.O. Box 12434, Oklahoma City, OK 73157, (405)-943-2078. Please send all military aircraft frequencies and info to the "MILITARY" column.

CORRESPONDENCE

From Mark Holmes, (IL-8) "RCMA members in the United States desiring to know the flight ititeraries of the various airline flights that they hear, may send the airline flight numbers to Mark Holmes, 1601 W. Maplewood, Marion, Il. 62959. I will give the itinerary, schedule and type of aircraft operated. Send as many as you wish, and a SASE would be appreciated."

From Ken Pehl, (TX-3) "Can you tell me exactly what the term "vector for traffic" means when tuned to FAA Air Traffic Controllers, particularly "centers" and/or TRACONS?

I have taken the term to mean that the controller is taking the aircraft which the term is applied to, out of his route of flight for the purpose of consuming time and thereby create a better seperation between aircraft also to provide uniform flow of traffic. However, when I mentioned this to another member who also is into aircraft monitoring he stated that it was his understanding that "vector for traffic" applies to situations where two or more aircraft are in potential conflict with each other or are not separeted by the proper standard and are taken out ot their respective routes of flight for the purpose of immediate conflict aviodance and proper seperation. I would appreciate it if you could clarify this term for me."

EDITOR'S NOTE: The term "vector for traffic" does mean that two aircraft are in potential conflict, and the vectoring is used to seperate the aircraft. Very simply, planes at the same altitude and direction of flight above 18,000 feet, should have at least 5 miles seperation. Or if they are at different altitues they should have at least 1,000 feet altitude seperation. When aircraft are flying above FL290 (29,000) 2,000 feet altitude seperation is required. Only one type of seperation is required, i.e. horizontal (5 miles) or vertical (1,000 feet, depending on altitude).

DARYL (CO-005), a pilot, sent in many frequencies for Stapleton International Airport and Denver Center. Daryl, your efforts are acknowledged and appreciated, however this frequency information duplicates what is available in the Southwest edition of the "Airport/Facility Directory" which should be every aircraft listener's companion.

Members interested in obtaining the directory for their area (not expensive) should write to: National Ocean Survey, Distribution Division C-44, Riverdale, MD 20840. Request a catalog offering the Airport/Facility Directory on a single issue and subscription basis.

Aircraft (continued)

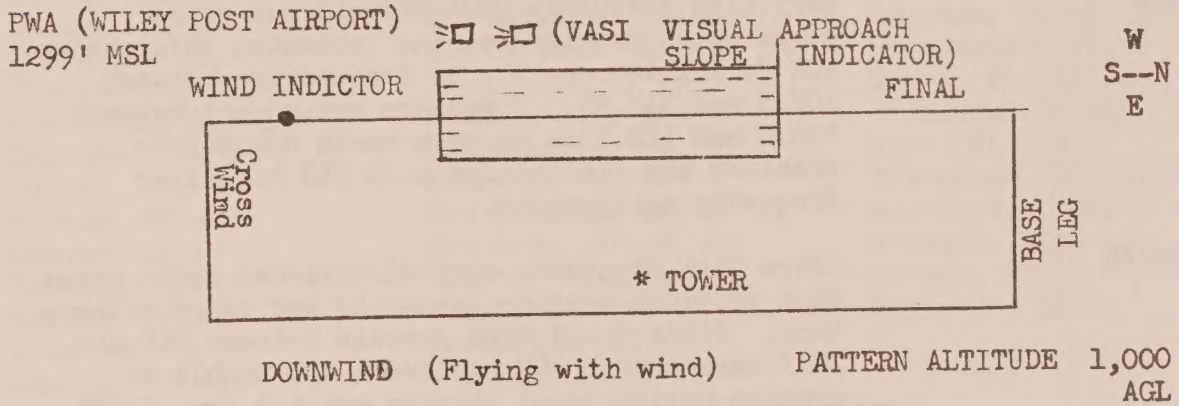
From Robert Wyman (Fl-012) and Jan Fine (Fl-010): "MIAMI frequencies of interest."

Frequency	Useage
122.925	Commerce/Environmental Research Labs. For Florida Area Cumulus Experiment (F.A.C.E.) and weather modification studies.
123.800	USAF - Homestead AFB. Control communications for civilian Aircraft in vicinity of H.A.F.B.
165.4375 165.5125	Commerce/Environmental Research Labs and Commerce/NOAA.
166.075 166.125	Used for Air-Ground communications between the Research flight facility at Miami International Airport and aircraft involved in cumulus studies.
132.000	Goodyear blimp company channel/ground support/ air-ground.
450.800	Goodyear blimp link to CBS sports during last years Super Bowl game in Miami.

EDITOR'S NOTE: Thank you Bob and Jan.

From LARRY (MI-001): 123.05 was used as a helicopter to helicopter frequency at the Oakland Hills Golf Club PGA Tournament in Bloomfield Hills, Michigan, where 50,000 people attended. The communications related to the game and from time to time they would talk to Pan Am ops on 131.05 or 131.25 (not sure which).

SOME TERMS DEFINED



LIMITS OF CONTROL ZONE (5 miles and 3,000 feet AGL)

The above diagram is an attempt to explain some of the terms you will hear when listening to air traffic control. The downwind leg (flying with the wind) runs parallel to the runway. The base leg runs perppendicular to the runway. As you can see, there are a lot of terms used in Air Traffic Control, that may be confusing. Because of this, I will devote some column space to help define some of the terms used in Air Traffic. If you have any questions about something you hear (like Ken Pehl did) please write in and I will try to answer it. If I can't I will direct the question to the membership, and hopefully, someone will know the answer.

ARTCC Air Route Traffic Control Center. An ARTCC is basicaly responsible for all aircraft flying "enroute".

Aircraft (continued)

IDENT — Used in conjunction with a TRANSPONDER, causes the radar target to "bloom" or fill in on the radar scope.

ARTS — Automated Radar Terminal System. Name given to the Radar/Computer System generally located at an Approach Control facility.

IFR — Instrument Flight Rules.

ILS — Instrument Landing System. Provides an approach path for exact alignment and descent of an aircraft on final approach to a runway.

RADIAL — Is the bearing (magnetic) from the omnidirectional Very or Ultra High Frequency navigational aids. All navaids (navigational aids) zero degree radial is aligned to magnetic north.

RAPCON — Radar Approach Control. (Military)

TRACON — Terminal Radar Approach Control.

SQUAWK — Used in conjunction with a Transponder. Means to transmit or send.

TRANSPONDER — A device, that when interrogated by a Radar system, responds with a unique "code" that identifies the aircraft. Any one of 4,096 codes can be selected.

Mode/C — A type of Radar Interrogation that provides altitude information.

VOR — Very High Frequency Omni-directional radio Range which provies bearing (azimuth) information. VOR facilities operate on frequencies between 108.0 and 117.95. Frequency assignment between 108.0 and 112.0 is in even tenth decimal to preclude any confliction with ILS localizer frequency assignments.

TACAN — Ultra High Frequency omni-directional radio range that provides bearing (azimuth) and range information. TACAN facilities operate between 960 and 1215 megahertz. VOR receivers are unable to receive navigational signals emitted from TACAN stations.

VORTAC — A combination of the VOR and TACAN facilities at the same location.

I hope this will provide you with some information as to terms used in Air Traffic Control (ATC). From time to time, I will try to define more terms. Again, if you come accross something you don't understand send it in and we will try and get an answer to you. Next month, I hope to have a discussion on how a typcial ILS works, and also a review of the Bearcat 220. Keep those cards and letters comming. One final note, I finally got my Amateur Radio License. I am a novice and my call is KA5FVE (Fights Varians Everywhere) if you are interested in a QSO. Usually on 15 meters.

AIRCRAFT AIRBORNE TELEPHONE

Mobile telephones are known to most monitor listeners but there are also airborne mobile telephones. The list to the right gives the channel numbers and frequencies. Below are listed the cities that offer airborne telephone service with channel numbers. Members are encouraged to report reception of communications on these frequencies.

CHANNEL	GROUND	AIRBORNE
1	454.950	459.950
2	454.900	459.900
3	454.850	459.850
4	454.800	459.800
5	454.750	459.750
6	454.700	459.700
7	454.725	459.725
8	454.775	459.775
9	454.825	459.825
10	454.875	459.875
11	454.925	459.925
12	454.975	459.975
SIGNALING	454.675	-

Albany, NY.-11
Albuquerque, NM.-5
Alliance, NB.-5, 12
Alton, IL.-4
Amarillo, TX.-6
Artesia, NM.-1
Atlanta, GA.-7, 8, 9
Bangor, ME.-1, 7
Beckley, WV.-3
Billings, MT.-9
Bismarck, ND.-1
Boise, ID.-4
Boston, MA.-3
Casper, WY.-6
Cocoa, FL.-3
Colby, KS.-9, 11
Columbia, TN.-12
Charleston, SC.-4
Charlotte, NC.-2
Chicago, IL.-1
Dallas, TX.-4
Dayton, OH.-6
Denver, CO.-7
Detroit, MI.-2
Duluth, MN.-2
Elko, NV.-5
Elmira, NY.-5
El Paso, TX.-9, 11
Fairbanks, AK.-5, 6
Fargo, ND.-4, 7
Fresno, CA.-3, 11
Glendive, MT.-3
Grand Canyon, AZ.-12
Grand Junction, CO.-4
Great Falls, MT.-2, 12
Harlingen, TX.-3
Houston, TX.-1, 9
Idaho Falls, ID.-10
Jackson, MS.-2
Kansas City, MO.-2, 8
Klamath Falls, OR.-12
Las Vegas, NV.-6
Los Angeles, CA.-4, 7, 10
Little Rock, AR.-6
Miami, FL.-2, 7, 8, 9
Middlesboro, KY.-5
Minneapolis, MN.-3, 11
Missoula, MT.-7
New Orleans, LA.-3, 11
New York, NY.-6, 8
Ogden, UT.-3, 11
Oklahoma City, OK.-3, 11
Pendleton, OR.-8
Phoenix, AZ.-8
Pierre, SD.-10
Pittsburgh, PA.-4
Redding, CA.-6
Reno, NV.-2
Richfield, UT.-1, 9
Rocky Mount, NC.-11
Salem, OR.-3
Salina, KS.-1
San Antonio, TX.-8
San Diego, CA.-9
San Francisco, CA.-1, 8
Santa Barbra, CA.-5
Seattle, WA.-1
Shreveport, LA.-5
Silver City, NM.-3
Spokane, WA.-6
Sweetwater, TX.-2
Tampa, FL.-5, 12
Trinidad, CO.-10
Troy, AL.-10
Vincennes, IN.-11
Washington, DC.-1
Waterloo, IA.-12
Wausau, WI.-5
Waycross, GA.-1

From IDEN (CA-RI-001): There is a publication of interest that will give a great deal of valuable info to help aircraft listeners figure out what is going on and includes a pilot/controller glossary. It is the "Airman's Information Manual". For a current price and ordering information write to: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 and ask for a copy (free) of "Price List 36". Under "Transportation" in the front of the pamphlet you will see this publication listed. Serious aircraft listeners might also consider "Air Traffic Control Handbook 7110.65", also listed there.

BILL (FL-009) would like to know if anyone has any frequencies for "World Aviation" in West Palm & Ft. Lauderdale, Florida.

(Editor's comment: If anyone can supply such info, please also mention how other airline company frequency sources can be obtained. IBR)

FEDERAL GOV'T

Robert B. Grove, Editor

Send all non-military Federal Government frequencies, radio system details and related questions to: Robert B. Grove, Route 1-Box 156, Brasstown, NC 28902. Sensitive federal law enforcement frequencies will not be published.

First, many thanks to those of you out there who are beginning to send in frequencies. I personally appreciate the unpublishable lists as well as the publishable. I am gradually building quite a good file of information which provides an excellent reference resource for questions and answers regarding frequency allocations.

Speaking of frequency lists, I have heard from an unimpeachable source that Tom Kneitel, author of the recent "Top Secret Registry of U.S. Government Frequencies" has been contracted to prepare a revised and expanded edition for a major book company. I hope Tom takes the time to correct the errors in the first edition.

A couple of interesting side notes this month from members. It seems that at least one major two-way FM manufacturer provides fake CB front panels for their government radios to prevent identification. Neat trick!

Another manufacturer now makes mobile whip antennas in a variety of lengths to foil us snoopers; a loading coil mounted beneath the surface matches the whip section for proper loading! Perhaps that might explain John (MD-006)'s dilemma about the unusual whip lengths spotted on army CID vehicles (see this month's military column for further details).

One of our members suggests that he suspects the FBI is using portable HF single sideband transceivers for undercover work. Any of our readers wish to comment on this one?

David (AL-001) feels that since the 72-76 MHz band is used extensively in his area for control links of low band repeaters, that range is not likely to be utilized further. He does feel that the 136-144 MHz range could be utilized more, however.

My comment on unusual frequency allocations caused quite a stir of activity from members, and I appreciate the continuing response. Tony (NJ-005) had the following observations:

UHF-TV bands: Broadcasters would fight intruders into this territory.
1710-1850 MHz: Poor propagation
72-76 MHz: Portable antenna length is bad
108-136 MHz: Existing aircraft scanners easily modified for FM reception.
138-144/406-420 MHz: Too many BC-101's still in service
216-220 MHz: Very little presently allocated, good propagation, good choice!

Thanks, Tony.

Jan (FL-010) and Robert (FL-012) provide some interesting speculations on unusual frequency allocations this month. The following unconfirmed block is ostensibly for US Postal Service security, inspectors, and special operations in the Miami area. Member comments

Federal Gov't (continued)

are invited.
547.2275, 549.200, 549.225, 549.500, 549.525, 549.700, and 549.725 MHz. The UHF-TV broadcasting industry should have a riot with these! A few more verified Federal allocations for the Miami area follow.
From Jan (FL-010) and Robert (FL-012)
162.225 USPS Air Mail Facility, Miami International Airport
164.600 USPS vehicle operations and maintenance
166.225 USPS vehicle operations and maintenance
418.300 USPS general mail facility security, repeater output
416.775 USPS general mail facility security, repeater input
Jan and Robert also suspect that the FBI has used frequencies near vacant TV channel 8, as well as the 143 MHz band for communications. Any reader comments?

From Bob (KS-001)
166.200 VA transportation, Kansas City, MO
166.5625 Dept. of Agriculture Extension Service, U. of Missouri
165.7625 FAA tone-activated runway lighting - KC International airport
169.375 FAA tone-control wind telemetry KC International Airport

From Tony (NJ-005)
164.175 VA hospital paging East Orange, NJ
164.700 VA Hospital paging (location unknown)
164.9875 USPS transportation Newark, NJ
164.475 US Park Service security; Edison Nat'l Historic site, others
166.325 U.S. Park Police Gateway Nat'l Recreation Area, NY & NJ
166.375 USPS transportation NYC
166.675 VA Hospital security Bronx
167.125 USPS Transportation NYC
167.050 FCC Field Office, NYC (and nationwide)
167.975 VA Hospital paging (location unknown)
168.000 VA Hospital paging Brooklyn and St. Albans, NY
170.350 VA Hospital paging Bronx
170.875 NY Federal Correctional Facility, Manhattan
171.175 USPS transportation NYC
171.2375 VA Hospital paging (location unknown)
172.225 Executive Messenger Service NYC
173.6125 USPS transportation NYC
417.825 US Park Service control link for 166.325 repeater
417.200 GSA Federal Protection Service, Newark and NYC

Again, many thanks for the active members who are sending in frequency contributions, both for publication and interpersonal exchange. Keep those cards and letters coming, folks!

NEWS MEDIA

From LYBRAND (CA-LA-157):

I agree with Tony (NJ-005) that many of us radio scanner listeners would like a "news media" column. As Tony says, some of the most exciting listening can come from the news media dispatchers.

Here in the Los Angeles area, the big stations regularly monitor all police and fire frequencies, often

with banks of scanners -- not just one or two -- and have all sorts of antennas in good locations. So they can really hear what's going on in the L.A. Basin while us poor people down in the valley can only pick up bits and pieces. So, in a way, the news media dispatchers can act as a "filter". I monitor them on a regular basis, then switch to an agency dispatch frequency if I hear something interesting is going on in that agency's area.

At the same time, one gets to appreciate the total dedication of many of the TV news reporters as they rush to a fast-breaking story, sometimes just minutes before air time, so they can give their viewers the very latest information on a story. A few frequencies in L.A. that are good to listen to are:

450.050	KABC Radio.	
450.150	KABC-TV dispatch	Channel 7
450.315	KABC-TV camera cues.	Channel 7
161.760	KNBC TV dispatch	Channel 4
450.390	KNBC TV camera cues	Channel 4
450.450	KNBC TV " "	Channel 4
450.250	KTLA TV dispatch & cues	Channel 5
450.290	KNXT-TV dispatch	Channel 2
450.350	KNXT-TV camera cues	Channel 2
450.515	KNXT-TV camera cues	Channel 2
170.150	KHJ radio	
450.750	KMPC radio	

From RICK (CA-SF-002): I'd like to express support for a "News Media" column in the Newsletter. As does Tony, I find that local TV/ radio reporters often provide interesting and unusual info not mentioned over PD and FD channels. I'd be willing to research any specific questions from members (for publication) out of the FCC microfiche files. The legalities involved in this field might be interesting.

From DAVID (AL-001): I find the news media listening very interesting. I would like to see a column on such or at least more articles on media frequencies. In this area, I find ordinary police traffic to be the most dull of all listening. I listen only to Federal, media, forestry & game wardens. Good luck with the column.

From MIKE (CA-RI-011): I don't see the need yet for a News Media column in the Newsletter. I agree with you, in that any news media info may be put in the F&RS column. All details (codes, types of systems, etc.) can also be put there. I think, despite repeated explanations by the editors, most members feel that these F&RS columns are for frequency info only.

Editor's observation: Other than Tony (NJ-005) and Eric (WA-002), whose comments appeared last month, as of August 24th, the deadline, the above plus two phone calls is the total response received on the proposed News Media column. For a column to be successful, it must be supported by the members. It appears that there is insufficient member support at this time to warrant a News Media column but not all is lost since news media information and frequencies can be reported to and easily handled in the Frequencies and Radio Systems column. Please note Tony's news media contribution for New York in this issue.

☆ MILITARY ☆

Robert B. Grove, Editor

Send all ARMY, NAVY, MARINE and AIR FORCE (including military aircraft) frequencies and radio system details to: Robert B. Grove, Route 1-Box 156, Brasstown, NC 28902. Sensitive military frequencies will not be published.

I am very pleased at the increased response from members who are contributing military frequency information. Please continue to do so, and our popular column will grow accordingly!

Bob (KS-001) wrote in with an hypothesis regarding the 26-inch whip reported by John (MD-006). Perhaps the CID vehicle occupants merely want to pass the time listening to the FM broadcast band! He further suggests that since the vast majority of inexpensive bugging transmitters are in the FM broadcast band, the receiving installation could double for that use as well. Bob points out that one of the Army CID frequencies (according to Steve Handler's recent book) is 406.975 MHz.

Although Federal agencies and the FCC as well have expressed interest in reapportioning the 216.225 MHz spectrum, it turns out that the U.S. Navy has considerable vested interest in the whole range 216-233 MHz! The Space Surveillance Systems Group, a nationwide communications network which coordinates tracking of space debris re-entry, utilizes the range extensively, and a spokesman said the system is a "long-term, high-monetary-investment naval operation".

Bob (KS-001) wonders if any other members have been hearing SAC aircraft near 400 MHz. He reports hearing broadband signals using the published "Looking Glass" and "Skyking" tactical ID's in the 418-419 MHz range, but suspects that they may be images from UHF aircraft communications. His location near Omaha would bear out the SAC suspicion. More specifically, Bob questions the frequencies: 397.05, 398.100-398.112, and 419.700-419.712 MHz. Can any members shed some light on this interesting case?

Bob also has some frequency assignments to share this month:

40.500 US Army aircraft operations Ft. Riley, KS
41.500 US Army aircraft tower Ft. Riley, KS
165.0625 US Army MP's Ft. Leavenworth Correctional Institution, KS
148.410 US Navy MARS Kansas City, MO
150.390 US Navy Mars repeater output Kansas City, MO

Two of our members are looking for help in frequency hunting for their areas. If any of our readers can provide this (and other frequency information as well), please send it to me for publication.

Chuck (MD-004) would like information regarding US Navy frequencies in use at Norfolk, VA.

Larry (MI-001) is interested in collecting a list of all frequencies used by the Michigan National Guard, including locations and uses. In addition, he would like VHF frequencies used by Wurtsmith AFB and Selfridge Air National Guard/Coast Guard Rescue Base.

At Larry's request, and for the benefit of Michigan listeners, here is a list of US Army Corps of Engineers VHF listings for District 303:

156.7/157.1 WUD31 Soo Lock, Sault Ste. Marie
163.4125 WUD3 Detroit

Military (continued)
163.4375 WUD3 Detroit, WUD32 Detroit Boatyard, WUD33 Soo Area Engineer, WUD34 Bay City Field Office

From Dave (AL-001)
163.4875 Air Nat'l Guard security, Birmingham, AL
165.1375 Air Nat'l Guard ground crews, Birmingham, AL
165.0625 Army MP's, Ft. McLellan HQ, Anniston, AL

From Tony (NJ-005)
163.4125 Army Corps of Engineers Jersey City, NJ
163.5375 Army Corps of Engineers New Rochelle, NY
164.025 Army Base security Ft. Hamilton, NY
164.550 Army Base security Ft. Monmouth, NJ

From Wayne (CA-SL-002)
38.90 US Army Camp Roberts, CA
41.05 Hunter AFB Liggett, CA
Vandenburg AFB, San Luis Obispo County, CA

Wayne also forwarded a compilation of other VHF/UHF frequencies extracted from Handler's book, but we felt that we would rather confine the column to frequencies originated and validated by contributors. Thanks anyhow, Wayne. By the way, Wayne listens to UHF aeronautical communications with a URR-35 receiver, and supplements his listening with a BC-220 fed by a discone antenna. That's a nice combination.

Again, many thanks to this month's contributors. How about some more from out there for next month? See you then!

From ROBERT (FL-012) and JAN (FL-010):
30.500 Unconfirmed, but from published source. Army Heliport ("MAST OPS") at Fort Sam Houston, TX.
123.050 Navy - Operations and support of flights between Andros, Andros 1, Bahamas, and W. Palm Beach ranges.

From BILL (FL-009):
Have noted Army NG helicopter on 120.400 MHz. This is the Sirkorsky helicopter tower frequency at the Pratt & Whitney Aircraft Site.

Have also noted Navy AUTEC aircraft using a frequency of 126.300 MHz. This frequency is for Longfellow Base on Andros Island. It is also listed as the NASA space shuttle tower frequency.

Homestead AFB, FL
ATIS 273.5, PTD 372.2, SFA 388.8, 372.9, 318.2 and 289.6
Miami Departure 354.1, Miami Approach 317.7
Homestead Tower 295.7 and 126.2, Ground 275.8
Command Post 381.3 (Raymond 15)
Homestead Radar 363.8, 351.1, 339.3, 134.1, 123.8
Army Operations Call "OUTCAST" on 41.50

(Editor's comment: Bill, thank you for your contribution. The information listed for Homestead AFB above, as an example, is available to all members in the "Department of Defense Flight Information Publication IFR-SUPPLEMENT". To conserve space in the Newsletter it is good practice not to submit frequencies that are already listed in "Police Call", "Airport/Facility Directory" or the "IFR-SUPPLEMENT" unless information in addition to what exists in these publications can be supplied by members, thereby making its publication justifiable. Some members as they read this may be thinking, "Well, I don't have an IFR SUPPLEMENT and don't know where to get one." Send a $5.00 check or money order made payable to "Department of Commerce - NOS" to: National Ocean Survey, Distribution Division C-4415, Riverdale, MD 20840 and request "DOD Flight Information Publication (FLIP) Supplement, U.S. IFR". Expect up to about 7 weeks delay. This publication is a must for UHF aircraft listeners. IBR)

SATELLITES

Bill Blomgren & John Coker, Editors

Send information about satellite frequencies which you have received with type of traffic heard, orbital data, hobby receiving equipment and antennas and questions pertaining to satellite monitoring to: Bill Blomgren, 505 E. Mulberry, #3, Normal, IL 61761.

As we indicated in our first column we are somewhat new to the field of satellite monitoring. Since we feel that many of you may also be in a similar situation we thought it appropriate to develop the column in such a way that everyone receives a general overview of satellite communications. This should make it easier for those of us with less background in satellite communications to catch up with other members who may have a wider background. In future columns we will elaborate more on antennas, equipment, and technical information but for a few months we will be discussing basic concepts, terms, and frequencies.

VHF HIGH BAND SATELLITE FREQUENCIES

Most space frequencies in the VHF high band range fall between 135 and 162 MHz. Within this band of frequencies there are normally two types of signals. These two types of signals are space-to-earth and earth-to-space signals. The more common term for these signals are downlink signals and uplink signals. Unless you happen to be near an earth station transmitting signals to space (uplink) you will probably only be interested in the downlink signals coming from a satellite or space station to earth. Downlink signals in the VHF high band range normally fall into two bands. These are the ranges between 135.000 and 141.000 MHz and 149.900-150.050 MHz. Other VHF frequency ranges may be used but these are the most common ranges. (See the frequency chart in last month's issue.)

As you would suspect these downlink frequency ranges are primarily used by the U.S. government and signals in these bands are usually from NASA or military satellites or from satellites belonging to other countries. For practical purposes these downlink signals are normally found between 135.550-138.000 MHz with very little use above 138.000 MHz.

VHF HIGH BAND RECEIVING EQUIPMENT

Scanners and other monitors are normally designed to begin operating somewhere between 144 and 150 MHz. This results in greatly reduced sensitivity in the 136 MHz range and often times the radio will not even receive in that range at all. On the synthesized radios (BC250, 220, 210, 101; Regency "Touch" series, etc.) these frequencies often cannot even be entered.

If you are serious about trying to receive these "out of band" frequencies, check with the manufacturer of your radio to see if it can be realigned or modified to receive in this range. You should also inquire about what image frequencies or crystal frequencies will give the best results. For example, on a Bearcat BCIII, BCIV, BC101, or BC210, you can get an image of an "out of band" frequency by adding 21.6 MHz (10.8 IF frequency times 2) to the frequency you want to listen to. For example, 135.600 MHz + 21.6 MHz = 157.200 MHz. At this frequency range you will probably need your radio realigned or you may have to add a 135.600 MHz preamp and/or filter to maximize reception and minimize the interference.

Before you have your radio realigned you should think about all your options. Frequencies like 139.0566 cannot be exactly entered into most synthesized radios. Also, when you modify or realign your radio to cover the 135 to 138 MHz range you will normally lose sensitivity in other ranges such as 162 to 174 MHz. If you cannot afford to give up one frequency range for another then perhaps you should consider an alternative solution.

There are a number of converters on the market that can be modified to convert the 135 to 138 MHz range down to 35-38 MHz. These converters usually cost around $100 and can be placed between your antenna and radio. By using a 100 MHz down converter you can program exact frequencies into your synthesized radios. For example, a frequency of 135.600 MHz would be programmed into your radio by entering 35.600 MHz. This will allow you to use your search mode and have exact readouts (minus 100 MHz). If you don't want to buy a converter then you may wish to consider a second receiver specifically for the frequency range 135-138 MHz. Often receivers of this type can be purchased surplus or can be modified from 2 meter amateur equipment. By using a converter or second receiver you can avoid realignment or modification of your radio and still monitor the 135-138 MHz range.

Next month we will give you a look at one of the last remaining VHF high band satellite voice systems still in operation. We will tell you how to monitor it and what you can expect to hear. The satellites we will be discussing will be the ATS1 and ATS3 satellites operated by NASA. Until then here are some of the VHF high band frequencies in use.

VHF HIGH BAND SATELLITE FREQUENCIES (NON-VOICE)

Satellite Name	Telmetry Downlink	Tracking Downlink	Telecommand Uplink	Other Downlink
ATS-1	136.500		148.300	136.470
	137.400			137.350
ATS-3	136.500		148.300	136.470
	137.400			137.350
ATS-5	136.500		154.200	136.470
	137.400		148.300	137.350
ATS-6	136.200		154.200	136.230
	137.100		148.300	137.110
Tiros-N	136.770	137.770	148.560	
Landsat-1	137.900		154.200	
Landsat-2	137.900		154.200	
Landsat-3	137.860		154.200	
HCMM	136.170		149.520	
GOES-3	136.380		148.560	135.560
				137.190

NOTE: All frequencies are expressed in MHz.

MONITORING & THE LAW

Bob McGovern, Editor

Send all articles, references, copies of monitoring laws and questions pertaining to the legal aspects of monitor radio listening to: Bob McGovern, P.O. Box 5041, Lighthouse Pt., FL 33064.

Much of the material for this month's column consists of comments received about Philidelphia's anti-monitor ordinance which appeared in the July issue of the newsletter.

From ERIC (WA-002): Eric states that he agrees with this editor concerning Philadelphia's outrageous anti-monitor ordinance. He states that it is "very poorly defined and does sound unconstitutional." Eric wishes to know what induced the Philadelphia City Council to enact such an ordinance.

From JOHN (PA-019): John writes, "As a fire buff, radio nut, and Philadelphia police officer, I'd like to comment on Philadelphia code 10-817. This section was enacted primarily to deal with the riots and racial incidents which occurred in the early 1960's. It was found that many people whose purpose was to hamper police effectiveness had in their cars all sorts of electronic devices. Militants were monitoring police conversations on UHF receivers, then relayed the information to their confederates. Those pushing for passage of the law barring such receivers said that burglars, ambulance chasers, arsonists, and other law breakers would be subject to the same act. The ordinance was enacted in 1967, nearly too late. By 1967, much of the violence was ebbing, but Philadelphia had its rule."

John continues, by saying, "Unfortunately, the law does not consider radio buffs, fire buffs, etc. It does not even exempt policeman and fireman. News reporters are exempt. It is rare, if ever, when someone is arrested solely on ordinance 10-817. Fire buffs receive the biggest hassle. One person I know had his scanner in hand at a fire scene and a passing fireman told the police who in turn presented him to the fire marshal. The fire marshal photographed him and gave him a lecture and warning. He also told him to get rid of the radio and to stay away from fires."

John mentions that he is waiting for some wealthy scanner enthusiast to be arrested and have the constitutionality of the ordinance tested. "When scanners first became popular detectives ordered shopkeepers to remove them from the shelves. Presently, many electronic stores openly display scanners and crystals, advertising them as police radios. There are several hundred Philadelphia police officers and firemen who do not hide the fact that they have scanners. WHEN VISITING PHILADELPHIA, KEEP YOUR SCANNERS HIDDEN AND USE EARPHONES."

(Ed. Note: More comments would be greatly appreciated about this ordinance and any other monitor laws that appear in this column. Also, when sending mail to this editor, please be sure that my name appears on the envelope. Thanks.)

Monitoring and the Law (continued)

DAN (ND-001) made an interesting comment which appeared in the July 79 issue of the newsletter. As a follow-up to it, the following permit was issued to DAN based upon the Minn. law.

MINNESOTA DEPARTMENT OF PUBLIC SAFETY
Bureau of Criminal Apprehension
Mobile Radio Permit

DAN M. PARKHURST is authorized to install and/or use radio apparatus covering the following frequencies only:
155.595 mc 155.655 mc X mc X mc X mc
X mc X mc.
The equipment shall be installed in the following vehicle:
1968 Chevrolet ND license # 240849
Permit No. 9057 Expiration date, December 31, 19 79

Signature of permittee _____

Paul J. Tschida
Superintendent,
Bureau of Criminal Apprehension

BCA-01-001

THE LEGALITY OF MONITORING - A SURVEY

During April, May, and June of 79, this editor conducted a survey to ascertain how common, ordinary, non-scanner oriented people feel about those persons who listen to public safety radio transmissions. The following is a summary of the findings and a list of questions that was used.

Question One: Do you know what a scanner monitor radio is?
If yes, do you own or operate one? **
If no, a short explanation was given as to what it can receive and its general availability to the public.
** If the person stated that he owned or operated one, he or she was excluded from the survey. Otherwise, the person was included in further questioning.

Further questioning and results: To the above question, 13 answered YES and 27 answered NO. 4 of the YES answers were excluded as the respondents owned or operated scanners.

Question Two: Is it lawful to operate a scanner at home?
29 YES 7 NO

Question Three: Is it lawful to operate a scanner in a motor-vehicle?
21 Yes 15 No

Question Four: Does Florida have a law restricting the use of scanners in a motor -vehicle?
13 YES 23 NO

(Ed. Note: Florida does have a law restricting the use of police monitors in motor-vehicles)

Monitoring and the Law (continued)

Question Five: How do you feel about people using scanners?
Only 11 persons gave replies and 7 of them are presented.

a) Scanners are silly. (from a probation officer)
b) Only criminals have scanners. (from a probation officer)
c) I guess that anybody can listen.
d) I have been thinking about buying one.
e) It's none of anyone's business what the police does.
f) With some of those fancy radios, people can listen to any of our frequencies. (from a Fl. SO communications SGT.)
g) It must be illegal to listen.

Editor's Comment

It appears that many people are mis-informed when it comes to the right of monitor radio listeners to engage in their hobby. Perhaps, some of this will change for the better, when scanners receive greater publicity through the major forms of advertising like television. Sooner or later, scanners may become a household word.

Keep the mail flowing and until next month, don't run afowl of the law.

FCC TOPICS

George DuBois, Editor

Send FCC news and information of interest that relates to two-way communications above 30 MHz and questions regarding the FCC Rules and Regulations to: George DuBois, 10048 NE Campaign, Portland, OR 97220.

George will begin the FCC Topics column with the October issue.

From ROD (DC-001): I visited FCC Headquarters recently and found that anyone can gain access to the license files.

The following is a list of distributors of FCC press releases sent in by TONY (NJ-005). It is not known exactly what is offered and what the cost is.

Barley-Hunt News Service
4010 Lawrence Street
Brentwood, MD 20722
(301) 864-3416

Berry Best News Service
1503 Q Street, NW
Washington, DC 20009
(202) 234-3229

Fair Press Services
P.O. Box 19352
20th Street Station
Washington, DC 20036
(202) 293-1774

Heiss Press Service
528 National Press Bldg.
14th & F Streets, NW
Washington, DC 20004
(202) 628-8224

Chittenden Press Service
Room 908, National Press Bldg.
Washington, DC 20004
(202) 737-4434

Downtown Copy Center
1114 - 21st Street, NW
Washington, DC 20037
(202) 452-1422

Keuffel & Esser Company
1521 No. Danville Street
Arlington, VA 22201
(Mail service only)
(703) 524-9000

Washington Information Group
P.O. Box 12026
Washington, DC 20005
(202) 462-2626

From TONY (NJ-005):

FCC MAKES CALIFORNIA SPECTRUM OCCUPANCY
DATA AVAILABLE FOR REFERENCE BY THE PUBLIC

The Federal Communications Commission announced today plans for making available, for reference, land mobile spectrum utilization information recently collected in San Diego, Los Angeles, and San Francisco, California.

The information consists of individual channel occupancy data from each monitoring site in the three California cities. Channel occupancy data will be available for 1338 base station frequencies allocated to radio services governed by Part 90 of the Rules plus 127 frequencies allocated among: (1) the Domestic Public Land Mobile Service (radio common carriers), (2) Broadcast Remote Pickup, (3) Maritime, and (4) General Mobile Service (formerly Class A Citizens). The Los Angeles and San Franciso data includes 366 channels in the bands 470-512 MHz and 806-866 MHz.

Because of the voluminous amount of data and the large number of frequencies and monitoring sites involved, the Commission will not provide copies to individuals but will maintain the information for public reference at its Washington, D.C. headquarters and at the appropriate field offices. Data from each monitoring site will be put on display as it becomes available. Information is now available for reference at the following locations:

Washington, D.C.

Private Radio Bureau
Rules Division
Room 5119
2025 M Street, N.W.
Washington, D.C. 20554
(202) 634-2443

Los Angeles, California.

Long Beach District Office
Room 501
3711 Long Beach Boulevard
Long Beach, California 90807
(213) 426-4451

San Diego, California

San Diego Office
7840 El Cajon Boulevard
Room 405
La Mesa, California 92041
(714) 293-5478

San Francisco, California

San Francisco District Office
323-A Customhouse
555 Battery Street
San Francisco, California 94111
(415) 556-7701

Data from one (1) Los Angeles site and three (3) San Diego sites are now available at the Long Beach and San Diego offices. The San Francisco office has data available from one site in that city. The Commission will release announcements indicating the availability of data from other sites at appropriate times.

Miscellany

RCMA, P.O. Box 4693,
Riverside, CA 92514

9 METER POLICE CALLS ON THE AIR

This was the title of a May 1935 article in "Short Wave Listener" magazine. Under the title it said, "The wavelength used by police departments in various cities for calling their radio cars has been going down - at present, we have police systems operating on 9 meter waves and 7 meter waves are being used experimentally."

Nine meters is, of course, at the low end of what we now call the "Low Band" (30-50 MHz) and 7 meters is just below the upper end of Low Band. At the time 50 MHz communications was apparently at the upper limit of their technology. The article goes on to say,

> "The tip of a flag-pole serving as an antenna, hollow wires which, like water pipes, carry electricity without leaking, a quartz crystal scarcely thicker than a hair which acts as a control by vibrating 5,000,000 times a second, and operation in a wave band so remote from atmospheric disturbance that a bolt of lightning would cause only a barely audible click, are among the features of the radio system which has just been placed in operation by the Police Department of the City of Newark.
>
> "The system operates on 30,000 kilocycles, an ultra-high frequency being within a new frequency band tentatively assigned for police radio work by the Federal Communications Commission. This frequency is about 20 times higher than the medium frequency band regularly assigned for police work and which is used by most police radio systems now in operation. So popular has radio proved for police service that in certain sections of the country few channels in the medium frequency band remain unassigned. Hence the Commission's decision to open up new frequencies for this service.
>
> "Operation on an ultra-high frequency, as embodied in the Newark system, possesses certain advantages for municipal stations. Freedom from atmospheric disturbance is one. Newark motor patrolmen listening to their receivers will not be troubled by static, thunderstorms or other types of interference which are ordinarily picked up by receivers in the medium frequency bands.
>
> "As the wave length to be used determines the length of the antenna, the extremely short waves used in the ultra-high frequency system mean proportionately shorter antennas. In the Newark system a short upper section of the 100 foot flag pole on the National Newark & Essex Bank Building serves as a very efficient antenna. To operate in the medium wave a longer antenna is necessary. The shortness of the antenna makes possible construction of transmitters which are mobile. Should Newark authorities at any time decide to establish two-way radio service, transmitters could be installed in police cars thus enabling the motor patrolmen to talk to headquarters as well as receive.
>
> "Ultra-high frequency waves have characteristics which prevent their being picked up over as great distances as can longer waves and consequently broadcasts made over ultra-high frequency systems confine themselves to smaller areas. A city as near as Albany, for instance, could probably use the same frequency as Newark without overlapping."

They would have marveled at one of todays 900 MHz ¼ wave mobile whip antennas, handy talkies that communicate over large areas through mountaintop repeaters, mobile teleprinters and today's scanners. Another forty-four years down the road and what we use today may seem rather primitive.

The magazine article was submitted by Rick (NJ-001).

A P C O
THE ASSOCIATED PUBLIC-SAFETY COMMUNICATIONS OFFICERS, INC.

by MIKE, MO-002

APCO (The Associated Public-Safety Communications Officers, Inc.) was founded in 1935 as the world's oldest and largest public safety user group. It is composed of communications administrative, technical, operational, and command personnel to foster the development and progress of Public Safety Communications. APCO holds the largest annual land-mobile conference in the world, featuring exhibits by communications industry leaders, and a gathering of Police, Fire, Highway Maintenance, Civil Defense, Forestry, EMS, and Local Government from across the globe. The thirty local APCO chapters meet regularly with a variety of formats bringing communicators together for dinner-meetings, seminars, and formal lectures.

APCO began its vital services in 1934 with an idea of Everett Fisher, Radio Supervisor for the St. Louis Police Department. Police radio stations were growing and with that growth came Police DX-ing- radio operators calling one another over long distances. Sgt. Fisher sought to form an organization to bring some order to the growing frequency bands. In January of 1935, 23 Police communicators from thirteen states formed APCO.

Among the accomplishments of APCO over the years were the first ten signals (17) introduced about 1938, the Standard Description of Persons and Automobiles, along with the first Police Phonetic Alphabet in 1944, and a number of highly informative publications and books, available nowhere else. Among these are the APCO Bulletin, the monthly journal of APCO. It's full of chapter news, FCC Docket information, new radio systems, and much more. The APCO Public Safety Communications Standard Operating Procedure Manual (self explanatory in content) has sold over 50,000 copies since its introduction in 1966. Other outstanding works include The Standard Frequency Coordinator's Manual, Police Telecommunications Systems, Introduction to the Theory of Waiting Times, and several others.

Financial or schedule limitations prohibit my continuous attendance at my Missouri APCO Chapter meetings, but those I am able to attend are always worth it. Those of you who are involved in communications work and are not a member of APCO should seriously consider getting involved in your local chapter. Other members of the RCMA may be able to join as ASSOCIATE members, if their work is other than communications. This depends on the local chapter requirements. I would urge all of you serious monitoring enthusiasts to consider APCO membership a worthwhile investment in time and money. For more information on APCO, it's local chapters, publications, or subscriptions to the APCO Bulletin, write to APCO, 105 1/2 Canal St., New Smyrna Beach, FL. 32069. My thanks to Gary Luther, APCO Bulletin Editor, for items used in this story.

(Editor's note: Individuals can subscribe to the "APCO Bulletin" just by sending in the money. Send SASE to APCO for current subscription rate. IBR)

Miscellany (continued)

From DAVID (AL-001): Concerning PA-003's bad experience with CRB, I ordered some of their lists several years ago and found them to be lacking. I noticed that they listed a Birmingham Police frequency that had been abandoned for years. I wrote them and advised them of this and brought them up to date. A year later, they were still printing the same old out-of-date list with the same errors and completely ignored my letter. I agree, the best way to "deal" with them is NOT to deal with them.

Technical Topics (continued from page 23)

From BOB (NC-006):

The new Radio Shack catalog is out. Nothing new for VHF/UHF enthusiasts except a couple of low-cost multiband portable radios. Tandy is standing by the PRO-2001 for the remainder of the year, but a spokesman has revealed that they intend to release a low-cost VHF/UHF-FM programmable next year.

An important technical note has been received from Don Nobles, our new member who manufactures the popular little descramblers. Apparently, a bad shipment of Nichicon disc capacitors was installed unknowingly in a recent production run of the descramblers, resulting in noticeable frequency instability of the units. If any members have had problems, they may wish to make the correction themselves. The three small disc caps are clustered together in both the D-12 and Pocket Pal units. They are recognized as brown in color, marked "103" (.01 microfarad). They should be carefully unsoldered, removed and replaced by other capacitors of the same value. We made the change to our two units, and they performed excellently.

Dave (AL-001) was wondering why Electra chose an IF of 10.8 (and even 10.85) MHz when the rest of the civilized world seems to have standardized on 10.7 MHz. According to Electra, it was a question of both technical consideration and parts availability. Apparently, their particular IF conversion scheme had fewer problems when using the unusual frequency.

Readers who are interested in learning more about Motorola's "DVP" digital voice protection system may wish to send for two catalog notes from Motorola (1301 E. Algonquin Rd., Schaumburg, IL 60196). Request R3-17.1-02A and R3-17.1-04A.

Member Jim Winters of Long Beach, CA wonders where he can get frequency converters to use with his scanner. Among the lowest cost and best performers are those made by Hamtronics (65 Moul Rd., Hilton, NY 13368). Send for their catalog. Unfortunately, to our knowledge, no one is presently making broadband 225-400 MHz or 806-960 MHz converters.

Has any member developed a TRS-80 level II software program for RTTY and/or CW-Morse video display? Maybe even facsimile or slow-scan? If so, please contact Bob Grove (address on Federal/Military columns).

I have a frequency file program that was written for Radio Shack's TRS-80 computer and is level I/level II compatible. It provides access to any agency on file by frequency or state location. The program has been debugged and should prove highly satisfactory. Members wishing a copy can send an SASE to Bob Grove (address on Federal/Military columns).

VHF Marine

Rod O'Connor, Editor

Send information, articles, frequencies and how they are used and questions that relate to private, commercial and Coast Guard VHF maritime and inland waterways radio communications to: Rod O'Connor, USCG Group, 259 High St., South Portland, Maine 04106.

The RCMA is indeed fortunate to have someone in the Coast Guard as VHF Marine editor. Rod says, "I'm looking forward to starting a column with the October issue."

From IRENE (CA-LA-107): Here are a few frequencies for Marine buffs in Los Angeles Harbor:

KOU Marine Telephone	
San Pedro Channel 24	157.200
San Pedro Channel 26	157.300
Coast Guard	
Terminal Island Ch 21	157.050
Distress and Calling Ch 16	156.800
Distress Ch 22	157.100
Coast Guard Base to Cutter Ch 83	157.175
Tug Boat Dispatch Ch 74	156.725
Fisherman and Tugs Ch 11	156.550
Fish and Game	159.210
Los Angeles Captain of the Port Ch 81	157.075
Harbor Patrol	45.74
Weather	162.550

Marine frequencies for Channels 6 to 28 start at Channel 6 (156.300) and increase by .050 to Channel 28 (157.400). Channel 65 to 88 starts at 65 (156.275) and increases by .050 to 88 (157.425).

From ERIC (CA-LA-045):

VHF-Marine Band Frequencies used for Public Safety by ships

156.80	Channel 16	EMERGENCY CALLING/DISTRESS also used for contacts
156.30	Channel 6	Intership safety
157.10	Channel 22A	Coast Guard/Harbor Patrol liason with public
165.3125	Repeater for Channel 16	
162.55	Los Angeles	NOAA Weather
162.40	San Diego	NOAA Weather

From TONY (NJ-005):

165.2625 Coast Guard Governor's Island NY Operations Channel

NEW MEMBERS

AL-004 Hugh Wright, 309 S. Gay St., Auburn, AL 36830
AZ-004 David, Tucson, AZ 85716
AZ- Bernard Chavez, 844 W. Budmoore Terr., Tucson, AZ 85705
CA- Dave, Mission Viejo, CA 92691
CA-AL-006 Kim Brickman, 2101 Central Ave. #C, Alameda, CA 94501
CA-AL-008 Stephen L. Davies, 10985, Elvessa St., Oakland, CA 94605
CA-AL-009 Raymond Koster, 36303 Beech Pl., Newark, CA 94560
CA-AL- Porep, Frank J., 315 Wayne Pl., Apt. #307, Oakland, CA 94606
CA- Phil Johnston, 956 Lupin Ave., Chico, CA 95926
CA-FR-002 Frank Wiget, P.O. Box 231, Friant, CA 93626
CA-GL-001 Clinton D. Alford, Rt. 2, Box 196, Orland, CA 95963
CA-IN-001 Richard F. Hoodman, 118 E. Line St., Bishop, CA 93514
CA-LA-195 Steve, West Covina, CA 91790
CA-LA-196 Larry, Carson, CA 90745
CA-LA-197 Emmett O. Hammer, 11934 Old River School Rd., Downey, CA 90242
CA-LA-198 Don Levia, 162 N. Mariposa Apt. 2, Los Angeles, CA 90004
CA-LA-199 R. W. Garringer, 24877 Walnut St. #115, Newhall, CA 91321
CA-LA-200 Dale Vrabec, 2337 Palos Verdes Dr. W., Palos Verdes Estates, 90274
CA-LA-201 Dr. Anthony O. Cardenas, 23221 Main St., Carson, CA 90745
CA-LA-202 S. Francis Zeiler, 4336 Alonzo Ave., Encino, CA 91316
CA-LA-203 Leonard, Burbank, CA 91501
CA-LA-204 Phillip J. Tennis, DDS, 3875 Wilshire Blvd., Los Angeles, CA 90010
CA-LA-205 Skip Tompkins, 205 S. Kenmore Ave. #11, Los Angeles, CA 90004
CA-LA- Bill Brinton, 7151 Seawind Dr., Long Beach, CA 90803
CA-LA- David Bruce Albert, Jr., 80 Buckskin Ln., Rolling Hills Est. 90274
CA-LA- Gary, Los Angeles, CA 90024
CA-ME-005 Frank G. Zimmermann, 1048 E. Los Gamos Rd. E., San Rafael 94903
CA-ME-006 Dan Reese, 736 Penny Royal Ln., San Rafael, CA 94903
CA-OR-119 George Laun, 5826 Guatemala Way, Buena Park, CA 90620
CA-OR-120 Garrett W. Bond, 743 N. Philadelphia St., Anaheim, CA 92805
CA-OR-121 R. McCray, 5072 Galway, Huntington Beach, CA 92649
CA-OR-122 David & Melanie Anderson, 5 Hummingbird, Irvine, CA 92714
CA-OR-123 Tom Petrakis, P.O. Box 6544, Anaheim, CA 92806
CA-OR-124 Paul J. Warman, 2386 Columbia Dr., Costa Mesa, CA 92626
CA-OR- Bob Brenner, 1880 McKinney Way, 20-E, Seal Beach, CA 90740
CA-OR- LaVonne Moore, 2580 Rowland Ave., Anaheim, CA 92804
CA-RI-009 Jim Morris, 2004 Kellogg St., Corona, CA 91720
CA-SB-018 Steve Schardin, 4449 Lidia Ct., Chino, CA 91710
CA-SC-008 M. H. Foskett, 8100 Cabernet Ct., San Jose, CA 95135
CA-SC-009 Tony Goodman, P.O. Box 1054, Campbell, CA 95008
CA-SC-010 Steve, San Jose, CA 95112
CA-SD-020 George R. Ziegler, 1734 Village Run No., Encinitas, CA 92024
CA-SD-021 Cyril W. Maxwell, 3815 Tomahawk Ln., San Diego, CA 92117
CA-SJ-002 W. N. Thomas, 3540 Coronado Ave., Stockton, CA 95204
CA-SJ- Ron Misenhimer, 4259 Round Valley Circle, Stockton, CA 95207
CA-SM- William Florey, P.O. Box 1133, Burlingame, CA 94010
CA-SZ-001 Dennis W. Shrive, 110 De La Costa, Santa Cruz, CA 95060
CO-005 Daryl L. Smith, 2707 Valmont Rd. 306-B, Boulder, CO 80302
CT-008 The Prelle's, 27 Ryan St., Stamford, CT 06907
CT-009 Michael J. Sweeney, 38 Fairlane Dr., Wethersfield, CT 06109
CT- T.A. Dillon, 8 Valory Ln., Weston, CT 06883
DC-001 Rod, Washington, D.C.
DE-004 Andrew Cohan, M-2 University Garden Apts., Beverly Rd., Newark, DE 19711
FL-015 Michael Patz, Class 20-08-79, Rm A School, USCG Tracen, Petaluma, CA 94952

NEW MEMBERS (continued)

FL-016 Rudolph Hildebrandt, 2104 Sarazen Dr., Orlando, FL 32808
FL-017 George T. Hotchkiss, 31 Elizabeth St. Rt. 4, Port Richey 33568
FL-018 Ben C. Demby, Jr., 11110 Bird Rd., Miami, FL 33165
FL-019 Randy Kerr, 936 N.W. 40th Terrace, Gainesville, FL 32605
FL-020 Barry Luke, P.O. Box 1541, Alachua, FL 32615
FL-021 Nathan B. Young, 2016 W. Belmont St., Pensacola, FL 32501
FL-022 Edward T. Grezsick 16/307, 2682 S.Garden Dr., Lake Worth 33461
GA- J. P. Boone, 3307 Idlewild Dr., Augusta, GA 30909
GA- Bill Collins, 700 Adams St., Vidalia, GA 30474
IA-007 Mike Ravis, 2410 W. 40th St., Davenport, IA 52806
IA-008 Todd Egli, 312 Wilson, Van Meter, IA 50261
IA- Frank W. Davis, Jr., 7205 Colby Ave., Des Moines, IA 50311
ID-004 Robert Chandler, Rte. 1, Buhl, ID 83316
IL-030 Thomas E. Maulding, 5319 Big Hollow Rd., Peoria, IL 61615
IL-031 Michael J. Macak, 3650 178th St., Lansing, IL 60438
IL-032 Allen R. Powell, RR #2, Earlville, IL 60518
IL-033 Raymond J. Prezell, Jr., 114 E. Chicago Ave., Westmont 60559
IL-034 John D. Niemann, 1243 Forest Glen North, Winnetka, IL 60093
IL-035 James P. Crawley, 410 O'Neil St., Joliet, IL 60436
IL-036 Rob Hupp, 2339 N. Commonwealth Apt. 4C, Chicago, IL 60614
IL-037 Charles Wiley, Jr., 1721 W. Nelson, Chicago, IL 60657
IL-038 Jerry Byron, P.O. Box 567, Skokie, IL 60077
IL-039 Dennis M. Kolenko, 6744 W. 26th St., Berwyn, IL 60402
IL- Bob Marcell, Jr., 132 So. Walnut Ct., Mundelein, IL 60060
IL- Kent C. Macklin, Box 70, Steward, IL 60553
IL- Cecil L. Lego, 565 W. Main, Galesburg, IL 61401
IL- Dennis Tabor, 5924 W. Park Ave., Cicero, IL 60650
IN-003 Terry Miliczky, 2505 Shady Oak Dr., Fort Wayne, IN 46806
IN- Larry G. Stineman, 26495 CR6E, Elkhart, IN 46514
KS- Michael J. Coldren, 608 Catalina, Hutchinson, KS 67501
KY-003 Charles Smith, 1436 S. 9th, Louisville, KY 40208
LA-004 A. W. Riggs, 171 Chelsea Dr., Shreveport, LA 71105
MA-015 Stewart I. Wilson, 369 Wood Ln., No. Andover, MA 01845
MA-016 Brooks White, 5 "G" St., South Boston, MA 02127
MA-017 Ed Soomre, 1 Alcott Dr., Northboro, MA 01532
MA-018 Lawrence W. Berman, 84 State St., Boston, MA 02109
MA- Arthur Mazmanian, 200 Central St. Apt. 3, Stoneham, MA 02180
MD-010 Paul L. Cannon, Jr., P.O. Box 182, Edgewood Arsenal, MD 21010
MI-015 Don G. Chard, 267 W. Bennett, Ferndale, MI 48220
MI-016 Mike Antio, 9940 Hubert, Allen Park, MI 48101
MI-017 Bill Reuter, Box 1341, Dearborn, MI 48120
MI- Joseph Rybak, 22562 Kipling, St. Clair Shores, MI 48080
MI- Betty Beyer, 3962 Snowberry Dr., Bridgeport, MI 48722
MN-006 Bill Anding, 4260 Oakdrive Ln., Minnetonka, MN 55343
MO-004 Brad C. Leonard, 1251 Billings Dr., St. Louis, MO 63137
MO- Harry Sieckmann, 823 Keeven Ln., Florissant, MO 63031
NB-001 Roger Larson, 1515 5th St., Gering, NB 69341
NC-003 Bill Coleman, Jr., 114 Circle Dr., Rocky Mount, NC 27801
NJ-016 Joseph A. DeClerico, 40 Fox Dr., Jackson, NJ 08527
NJ- Edward R. King, 14-31 Chandler Dr., Fair Lawn, NJ 07410
NY-037 Thomas F. Mydosh, 99 Glann Rd., Apalachin, NY 13732
NY-038 R. Y. Dela-Curva, P.O. Box 098, E. New York Station, Brooklyn, NY 11207
NY-039 Bette Torriere, 12 Cherry St., Lockport, NY 14094
NY-040 George A. Abraham, P.O. Box 224, Amsterdam, NY 12010
NY-041 Eddie, North Woodmere, NY 11581
NY-042 Robert Pryor, Tel Bldg., Ransom Ave., Castleton, NY 12033
NY- Matthew Suriano, 6630 Ovington Ct., Brooklyn, NY 11204
NY- Martin G. Friot, 7294 E. Taft Rd., RR#1, E. Syracuse, NY 13057
NY- Ivan K. Goldberg, MD, 51 E. 90th St., New York, NY 10028
NY- Arthur D. Cobb, 6 Pleasant View Ave., New Hartford, NY 13413

NEW MEMBERS (continued)

NY-	Gary F. Horenkamp, Box 44, APO NY 09127
OH-009	David Branscome, 12 North 28th St., Newark, OH 43055
OH-010	E., Parma Hgts, Ohio 44130
OH-012	Richard E. Puckett, 743 Jefferson Ave., Chillicothe, OH 45601
OH-013	Ken Noffsinger, 7240 So. County Rd. 25A, Tipp City, OH 45371
OH-014	Thomas Little, 2147 Chelmsford Ln., Toledo, OH 43614
OH-015	Jerry Callan, 104 Maplewood, Mt. Vernon, OH 43050
OH-	Gary Kawamoto, 2080 Richland Ave., Lakewood, OH 44107
OH-	William L. Singleton, 2614 Chamberlain Rd., Akron, OH 44313
OK-003	Kenneth R. Carson, 6345 E. Reno, Midwest City, OK 73110
OK-004	J. Henry, Box 457, Ada, OK 74820
OR-010	Kevin L. Slater, 1167 Ring St. NE, Salem, OR 97303
OR-011	Tony Hemphill, 2415 Maple St. NE, Salem, OR 97303
PA-024	Louis Campagna, 9724 Bridle Rd., Philadelphia, PA 19115
PA-025	Don Treibley, 12 S. Third St., Shamokin, PA 17872
PA-026	Louis, Latrobe, PA 15650
PA-027	Richard Newbould, 5321 Wolfe Dr. #13, Pittsburgh, PA 15236
PA-028	Bob Reinhard, 428 Water St., New Cumberland, PA 17070
PA-029	Albert H. Lorence, 660 Boas St. Apt. 1603, Harrisburg, PA 17102
RI-	Elden B. McFetridge, 43 Benefit St., Warwick, RI 02886
TX-008	Wade Philley, 9625 Vista View Dr., Austin, TX 78750
TX-009	Gerry Coffman, 2805 S. Browning, Amarillo, TX 79103
TX-010	Henry Shellenberger, Jr., P.O. Box N, Fort Stockton, TX 79735
TX-011	Ronald R. Klug, 3626 Kirby Dr., San Antonio, TX 78219
TX-	Robert E. Miller, 1227 Candlelight, Duncanville, TX 75137
VA-	Kenneth Yaksetich, 601 Four Mile Rd. Apt 110, Alexandria 22305
VA-	T. K. Martin, 2311 Pimmit Dr. #905, Falls Church, VA 22043
WA-003	Jim, Bellingham, WA 98225
WA-004	Mark Saran, 3626 N.E. 45th, Seattle, WA 98105
WA-005	Joe Marthini, 9612 Paradise Lake Rd., Snohomish, WA 98290
WA-006	Richard S. Ford, 500 Wall St. No. 1718, Seattle, WA 98121
WI-	Walter L. Berkovitz, Jr., 811 Miller St., Kewaunee, WI 54216
WI-	Chris, So. Milwaukee, WI 53172
WV-002	Walter C. Bomhoff, Jr., 2325 Williams Ave., Clarksburg 26301
WY-	Norman C. Ware, 816 S. Greeley Hwy #11, Cheyenne, WY 82001
CAN-019	J. B. Rae, 179 Dumble Ave., Peterborough, Ontario K9H 5B3

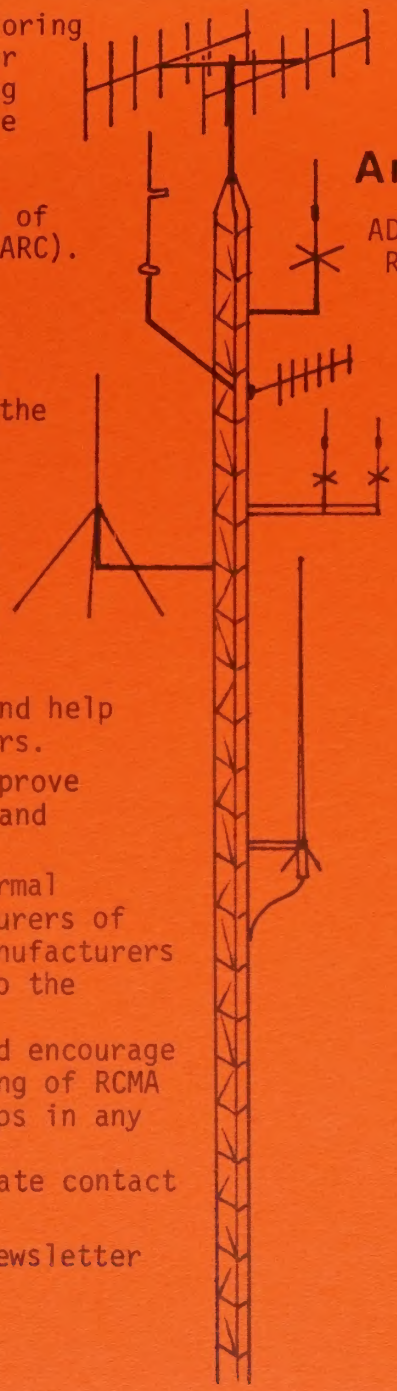
As of August 21, 1979,
RCMA had 874 members in 45 states and 5 foreign countries.

ALABAMA	4	MAINE	3	PENNSYLVANIA ...	28
ALASKA	1	MARYLAND	10	RHODE ISLAND	2
ARIZONA	6	MASSACHUSETTS ..	19	SOUTH CAROLINA ..	4
ARKANSAS	3	MICHIGAN	17	SOUTH DAKOTA	0
CALIFORNIA ..	465	MINNESOTA	6	TENNESSEE	1
COLORADO	5	MISSISSIPPI	1	TEXAS	12
CONNECTICUT ...	9	MISSOURI	5	UTAH	0
DELAWARE	4	MONTANA	1	VERMONT	0
DC	1	NEBRASKA	2	VIRGINIA	11
FLORIDA	22	NEVADA	2	WASHINGTON	6
GEORGIA	7	NEW HAMPSHIRE ...	2	WEST VIRGINIA ...	2
HAWAII	0	NEW JERSEY	17	WISCONSIN	10
IDAHO	3	NEW MEXICO	0	WYOMING	1
ILLINOIS	43	NEW YORK	47		
INDIANA	10	NORTH CAROLINA ..	5	BERMUDA	1
IOWA	9	NORTH DAKOTA	1	CANADA	17
KANSAS	4	OHIO	17	MEXICO	1
KENTUCKY	3	OKLAHOMA	4	NETH ANTILLES ...	1
LOUISIANA	4	OREGON	11	SAUDI ARABIA	1

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications above 30 MHz as a hobby. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



RCMA
P.O. Box 4563
Anaheim, CA 92803

ADDRESS CORRECTION REQUESTED
RETURN POSTAGE GUARANTEED

BULK RATE
U. S. POSTAGE
8.4¢ PAID
ANAHEIM, CA 92803
PERMIT NO. 397

NJ 007 12/79
LINZMAYER, WEBB 09
16 TROWBRIDGE RD
MORRIS PLAINS, NJ 07950

RUSH -- ITEMS OF NEWS VALUE